

INTIMATION



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A. S. WATSON & CO.

LIMITED.

THE HONGKONG DISPENSARY.

35

BIRTH.

On the 6th December, at No. 20, Choufong Road, Shanghai, the wife of JAMES ADAMS BARRACK, of a daughter.

MARRIAGES.

On the 13th November, at St. Paul's Church, Avenue Road, Hongkong, by the Rev. Herbert Bury, M.A., assisted by the Rev. Laurence Blair, M.A., cousin of the bridegroom, CHARLES WILLIAM GORDON, of Hongkong, eldest son of the late Major J. J. Gordon, H.M.S. 54th Regiment, to EDITH ELLEN, widow of EDMUND JOHN GRIFFITH, of North Rise, Darlington.

On the 13th November, at York, J. A. HARRIS, to ALICE JANE, widow of Rev. W. MURKHEAD, D.D., of Shanghai.

On the 14th November, at All Saints' Church, Plymouth, by the Rev. E. E. Arnold, vicar of the Parish, HARRY THOMAS SINGHAR GREEN, Hongkong and Shanghai Bank, eldest son of the late THOMAS GREEN, of Hongkong, to WINIFRED, daughter of Deputy-Surgeon-General ARTHUR HOPKINS of the Tower, Compton Clifford, Plymouth.

On the 3rd December, at St. Andrew's Church, Chelsea, by the Rev. J. A. E. Burne, Commander, FERDINAND HALPHRED ELDERTON, D.S.O. Royal Indian Marine, third son of the late Captain E. H. P. ELDERTON of the 24th Cameronian and Royal Mest Militia, to ADA ALICE, older twin daughter of Mr. and Mrs. A. M. ELDERTON, of Chelsea, China.

On the 4th December, at St. Andrew's Cathedral, Singapore, by the Rev. W. H. C. Dunkley, M.A., Colonial Chaplain, ALLAN VAN KUYLENBURG, of Hrisch, Paphos, to HELENA, eldest daughter of Captain L. VAN DER HART, of the Royal Dutch Oil Company.

On the 11th December, at Holy Trinity Cathedral, by the Rev. H. C. Holgate, M.A., BRUNNIE TEATRETS, P.M., Imperial Maritime Customs, younger son of the late General EDWARD LAWREY P.M., to MADAME ELLIOT (NINA), eldest daughter of Captain F. H. WALLACE, Shanghai.

On the 4th December, at his residence, Sophia Road, Singapore, S. W. ADAMSON, aged 67 years, R.I.P.

On the 8th December, at Chinkiang, on board the German steamer *Emilia*, EDWARD OLLESENSEN, Upper Yangtze Pilot, aged 37 years.

DEATHS.

On the 8th December, at Chinkiang, on board the German steamer *Emilia*, EDWARD OLLESENSEN, Upper Yangtze Pilot, aged 37 years.

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the figures of the third quarter of 1898 shows a gain of no less than 670,000 Taels, a fact which may be allowed to speak for itself. It is with the totals of 1898 and previous years that we must compare that of 1891, not with that of the phenomenal year 1899. When we look into the figures for the various ports, we find them still more significant. The only ports showing a decline from 1900 are Hankow, Foochow, and Santu—all of them, it is to be noted, tea-ports. Compared with the 1899 figures, the following places show an advance:—Chefoo, Kiaochow, Shasi, Nanking, Shanghai, Soochow, Hangchow, Wuchow, Sunshui, Kongmoon, Kunchuk, and Kungchow. Santu too shows an advance on 1899, though a falling off from 1900. Yochow, the new "port," has no figures before 1900. Newchwang, Chungking, Ichang, Kichiang, Chinkiang, Amoy, and Canton, though they fell off in 1901 compared with 1899, very nearly recovered from the effects of the 1900 disturbances. Tientsin suffered from a very heavy fall, the figures for 1899, 1900, and 1901 being 345,209 Taels, 60,062 Taels, and 207,226 Taels respectively. For the same years the figures for Foochow were 498,813 Taels, 451,959 Taels, and 283,229 Taels; for Amoy, 197,166 Taels, 149,911 Taels, and 175,389 Taels; and for Swatow, 458,189 Taels, 361,906 Taels, and 390,383 Taels. The total figures for the twenty-nine treaty ports during the three years were 7,626,387 Taels, 5,163,795 Taels, and 6,761,594 Taels respectively. Turning to the separate headings under which the revenue was collected, we find the following results in Haikwan Taels:—

	1901.	1900.	1899.
Import duty	1,749,160	836,777	1,563,887
Export duty	2,651,783	2,498,151	3,343,346
Consolidated duty	342,359	186,943	398,757
Opium duty	601,919	463,641	731,001
Tonnage dues	210,543	139,803	166,850
Transit dues	227,494	128,899	243,641
Opium kelia	979,366	909,581	1,178,596
Total	6,761,594	5,163,795	7,626,387

From this it may be seen that every heading in 1900 showed a marked decline, and in 1901 an equally marked recovery; while under "Import duty" the figures for 1901 were better even than those in 1899, and "tonnage dues" also manifested an improvement. The figures on the whole are more satisfactory than was to be anticipated, and the recovery of trade has been encouragingly rapid.

The City Hall Library and Museum were visited last week by 600 non-Chinese and 241 Chinese, and by 89 non-Chinese and 1,796 Chinese respectively.

C.C. 356 apprehended a fisherman at Tai-kohkai for unlawful possession of eight bags of sugar which subsequent investigation showed had been stolen from the s.s. *Pax* on or about the 15th inst. At the Police Court yesterday the culprit was sentenced to six weeks' imprisonment.

Householders in Hollywood Road complain of frequent petty robberies having taken place recently. One house in particular, opposite the Hospital, has been several times visited by the thieves, who carry away knives, forks, spoons, and anything of a portable kind that may be left lying about. So far the depredations have eluded capture.

The race for the Brokers' Cup (light gigs) which was left undecided on the last day of the Regatta was rowed off on Saturday and was won by the following crew in the *Terrible*:—Bow, A. Humphreys; stroke, A. A. Aires; cox, S. A. Seth. Only two boats competed. A mile race between the Water Police (Chinese) and the Harbour-master's Chinese crew was won by the latter.

Boxing seems to be reviving in the Colony. We are informed that Mr. W. Bentley of London is prepared to "match an unknown" against any lad in China at the bantam weight, limit 8st. 4lbs. for any part of £100. The conditions will be twenty rounds of 3 minutes duration each, with 40s. gloves in a 16ft. ring, the match to come off in Hongkong on Friday, 24th Jan. 1902. Failing a suitable purse the contestants will box for the stakes.

Yesterday afternoon at his sale room Mr. Geo. P. Lammert sold by auction four lots of valuable leasehold property known as Nos. 1 and 3, Lower Castle Road, No. 31, Wellington Street and No. 32, Queen's Road Central. The first lot was knocked down to Mr. Soares for \$16,400, while the second fetched a better price, \$18,800, the purchaser being Mr. A. H. M. da Silva who bought it on behalf of Mr. Li Kin Jong. The other two lots were disposed of to Mr. J. Edwards and Mr. Ramji for \$12,000 and \$16,200 respectively.

At the Magistracy yesterday three soldiers, Gunners Griffith and Byron, R.A., and Private Fugh, R.W.F., were remanded on a charge of having robbed a Parsee at West Point on the previous night. The men are quartered at Belcher's Battery. About 11 o'clock they alighted from rickshas, and got into conversation with the complainant, asking him for change of a dollar. He replied that he could not give them change, whereupon, he says, they dragged him round to the back of the Market, and robbed him of \$50. A Chinese detective who had been attracted to the scene followed the men and communicated his suspicions to Inspector Baker, who with Sergeant Smith effected their arrest. Twelve dollars were found upon one of the accused.

H. M. surveying ship *Waterwitch* left the harbour yesterday morning on a cruise.

The Supreme Court goes into vacation on Tuesday, the 24th instant, and will resume on Thursday, the 2nd proximo.

A chimney went on fire in Queen's Road yesterday afternoon. The Fire Brigade were called out but before their arrival on the scene the flames had been extinguished.

At the Central Police Station yesterday an old coolie fell from the ledge of a verandah to the ground, a distance of about 30 feet, and sustained injuries which necessitated his removal to Hospital. Both wrists and one of his ankles were dislocated.

The Spanish Minister for Foreign Affairs announced in the Senate on the 13th ult. that the Government had decided to recompense Señor de Coloman for the services which he rendered in China as doyen of the diplomatic body during the siege of Peking in the course of the peace negotiations.

We have received from Messrs. Melchers & Co., the agents for the Norddeutscher Lloyd, a coloured map of the World just issued by their Company. It is handsomely finished and is of every useful character. The routes taken by the Norddeutscher Lloyd steamers are marked on the map, and at the foot are views showing the size of the Company's largest vessels.

Captain E. G. Andrews reports that the s.s. *Malacca* left Singapore on the 8th December at 1 p.m. and arrived at Hongkong on the 15th at 8.30 a.m. From Singapore to Lat 10 deg. N. she experienced moderate to fresh increasing wind from N. and N.E. to N.W., between Lat. 10 and 12 a fresh North-westerly gale with hard rain squalls and high sea and very strong adverse currents; from 13 deg. N. to Macao the Bank fresh N.E. monsoon and equally weather; from Macao to Hongkong the wind fresh to moderate monsoon and fine, with cloudy weather.

A Tokyo telegram of the 5th inst. says:—The British Government advised the Korean Minister to London some days ago to urge his Government to sanction the return of Prince Pak and other political refugees. Instructions were sent at the same time to the British Minister to Seoul to approach the Korean Government on the matter. It is now understood that the refugees have been notified that they will be allowed to return home and that a formal pardon is to be made public next January. The reason for this action on the part of the British authorities is the fact that the political refugees referred to are enlightened men whose presence in Korea is necessary to their country, in order to secure peace in the Orient.

The need for the establishment of the Land Court in the New Territory is becoming urgent, writes a correspondent. Already several cases for recovery of rent have been brought in the Summary Jurisdiction of the Supreme Court and it seems as though there will be a perfect flood of such cases within the next few weeks. Chinese landlords experience difficulty in getting rents from their tenants, who offer as an excuse that they have already paid Crown rent and are not going to pay twice over; and as a result of these disputes recourse is had to the Court. As the civil settlement of the New Territory proceeds, no doubt these cases will become less frequent, in the meantime some mitigation of the annoyance might be effected by exacting the Crown rent not from the tenant, but from the superior of the property, leaving it to him to collect it from the leaseholder.

In the Supreme Court yesterday His Honour, A. G. Wise, Acting Chief Justice, had again before him the case in which Mak Kwan Shek sues Yau Kuei Cheung for \$1,238, being money alleged by the plaintiff to have been deposited with the defendant. Mr. E. H. Sharp, defendant's counsel, asked his lordship to make an adjournment upon the ground that new matter had just come to his client's knowledge, matter of great importance to the case, requiring investigation and the bringing of further evidence. The question of the payment of the costs involved by the delay he asked his lordship to hold over for decision, in order to see whether the adjournment was caused by default of the plaintiff or not. Mr. M. W. Slade, counsel for the plaintiff, urged that there was no reasonable ground for the delay. His lordship adjourned the case until Friday next, but decided that the costs of the delay must be paid by defendant.

A rather striking instance of the lawlessness of a certain class of Chinese occurred yesterday, says the *Bangkok Times* of the 30th ult. There was a case in the Berapah Court in which a Chinese woman and a Chinaman described as a "Blag Flag" were opposed to a Cantonese, and they won their case. Cantonese feeling was very much stirred over the case, and at the conclusion of the trial the "Blag Flag" and the woman told the magistrates that they were in danger of being molested on their way home, and asked for protection. The magistrates directed a policeman to see them safely home and the three went off in a rickshaw. At the upper end of Yawaraj Road they were set upon by a mob of Cantonese and the woman was carried off in broad day. The case in Court had reference to the custody of the woman. Mr. Lawson, the Superintendent of Police, was informed, and a search party sent out. The police were informed that the woman had been taken into one of a row of houses, which all communications to one another in the space over the walling. All the companies denied any knowledge of the woman or her capture, but at last the woman was recovered through the aid of the police. The woman was recovered, but the missing woman was not recovered. Two Chinese were in the act of carrying her when the police appeared on the scene.

The *Peking and Tientsin Times* of the 30th ult. urges that the military administration of the railway, etc., should now give way to the former civil administration.

At a "kicking football" competition in Burma, "from place," one So Hmyin won, with a kick of 160 feet 6 inches. Mong Gie was second with 160 feet 6 inches. Both kicked barefooted.

According to a Tientsin telegram, dated 4th December, 700 Japanese troops have sailed for home, and the whole of the Japanese troops in Shanghai have been withdrawn already. But as to the withdrawal of the latter, no Shanghai despatch to the effect has been received as yet in Japan—nor do the Shanghai papers record the fact.

The *Courier Saigonnais* contains a very appreciative obituary notice of the late M. Paul Blanchy, the popular Mayor of Saigon, who died on the 29th ult. His loss is universally regretted in Saigon and throughout Cochinchina. As is well known, M. Blanchy was one of Governor-General Doumer's staunchest opponents. Dysentery was the cause of his death.

A curious sequel to the Dreyfus case is reported by Havas telegrams. It appears that M. Reinach having withdrawn from Maître Labori the briefs in his case with the widow of Colonel Henry, the celebrated advocate published an article accusing Reinach and the Dreyfus family of not having for him the respect he deserved. The friends of Dreyfus replied, but the discussion lacks interest so far, it is said.

According to a despatch from Seoul, a fracas took place between the Chinese merchants and the Korean soldiers in that city on the 18th June last, resulting in the destruction of several of the houses occupied by the Chinese merchants. The Chinese Minister at Seoul reported the matter to the Korean Government and demanded damages on behalf of his nationals. After long and repeated negotiations the indemnity was settled at \$3,000, which was paid on the 16th November last.

In Japan, the idea of opening direct trade with Java is looked upon with favour. Sugar, one of the main staple articles of Java, draws most attention among dealers. A firm at Osaka has appointed an agent at Sourabaya whose business is to be that of buying up sugar. A steam navigation company in Formosa intends also to open an agency at that port with an eye to its ships calling there regularly. A Japanese bank has also taken steps to open an agency at Sourabaya.

A Ceylon telegram reports that Li Yo-Yok, the Acting Minister for Finance, has obtained Imperial sanction to hang no less than eighty-three persons alleged to be guilty of embezzling upwards of 10,000 yen each. These are heads of provinces and districts who have neglected to pay into the Ceylon Finance Department the taxes they had collected. Those who repay the money will be exempted from punishment. It is said to be doubtful whether even in other cases the sentences will be carried out.

The London correspondent of the *Liverpool Daily Post* hears that King Edward is interesting himself in the proposal for the creation of an honorary military decoration to be called the Empire Cross. Critics of the suggestion contend that the Victoria Cross covers every purpose that could be served by the proposed new decoration. That is not, says the correspondent, quite the case. Generally speaking, the Victoria Cross is only open to junior officers and the rank and file. The Empire Cross would be a decoration similar to the German Iron Cross, which can be bestowed by generals commanding Army Corps on the field of battle, and for which men and officers can be recommended even by their captains on the day of combat. There would be no waiting for *Gazettes*, and probably less opportunity than exists at present for the exercise of a spirit of favouritism.

Papers laid before the States General show that strenuous efforts are in progress to establish formally the authority of the Government in Dutch New Guinea, says the *Netherlands India correspondent* of a Straits paper. Officials have already been stationed at several spots, but they have not done much in gaining influence over the wild inhabitants of the land. A good deal of surveying work has been carried out, and certain savages who had made raids into British New Guinea have been severely punished. Hopes are held out of greater progress in settlement in the near future. Many European traders and pearl-fishers have applied to the local Dutch authorities to settle in Netherlands New Guinea. One of them is Mr. H. J. Lake, a wealthy pearler. Another is the great Australian firm of Burns Philp & Co., which wants to start in that quarter a branch of its business. It is expected that, when the first step is taken to establish an effective and well organized form of government in Dutch New Guinea, a flow of trading immigrants will set in to the south coast. These immigrants will probably be mainly Japanese, Filipinos, and Chinese from Thursday Island and Queensland, fleeing from the Asiatic immigration restriction laws in Australia. They prefer the south coast of Dutch New Guinea to so to be close to Thursday Island which is an important port of call. The Roman Catholic missionaries there, of whom many are Netherlands, favour labouring in Dutch New Guinea, and have repeatedly asked leave to form stations on the south coast of that possession. The main hindrance to settlement on any large scale lies in the savagery and lawlessness prevalent in the Dutch section. Measures have been taken to curb these wilds. The *Tuigu* tribe, especially, have suffered severely at the hands of the Dutch authorities. The unbridled violence of the natives, however, is the main obstacle in the way of bringing these savages under.

The total number of deaths for Singapore for the week ended the 30th November was 237—a ratio per mille of 47.86. The high rate was principally due to fewer, accounting for fifty-four deaths: beri-beri, thirty-one; and phthisis, thirty.

There are to be three foreign men-of-war at least at Newchwang this winter, namely H.M.S. *Albatross*, the Russian *Bohr*, and the U.S.S. *Victor*. These three vessels are to be docked close to each other and a couple of thousand coolies are engaged daily in rushing through the necessary dock excavations for the three gunboats, owing to the premature approach of cold weather which threatens an early closing of the port by ice.

Rumour, says the *Siam Observer*, is busy regarding recent episodes in the Malay States and the outcome of the recent visit thither of H. E. Phya Sri Sahadab, a high Siamese official. Any exaggerated reports, however, may be received with the proverbial grain of salt. We believe we may safely say that the situation in the Peninsula has been simplified. We believe it may also be said that the British Governor, Sir Frank Swettenham, has maintained a correct and friendly attitude in regard to the relations of Siam with the tributary states.

The bandits in Northern Formosa appear to have been nearly eradicated, owing to the death of their famous leader Kantai-shi. In Southern Formosa things apparently do not fare so well, for according to the latest official report several groups of soldiers have been placed at different localities to suppress the expected uprising. The excessive drought last summer has caused a shortage of crops, consequently much dissatisfaction is felt among the natives. The occurrence of a riot in the south is reported, in which a post and telegraph office was ransacked, and its inmates, to the number of 12, were killed, including two women. Two persons are missing. The mails were plundered. This was on the 23rd ult., and next day another place in the south was attacked by 600 bandits.

The man who so daringly robbed Mr. Knapp of about \$1000 in the Hongkong Hotel, was very smartly captured by Detective Sergeant Kerr and was at the Police Court yesterday sentenced to six months' imprisonment. His name is William E. Neal, and he states that he is 23 years of age and a clerk by profession. His capture was effected on the s.s. *Gaelic*, by which he had booked a first-class passage to Australia. All the avenues of escape from the Colony were being carefully watched by the police. When Neal went on board the steamer, the captain gave a preconcerted signal, and the police went off to arrest him. They discovered him hiding behind a trunk below his bunk. The stolen money was found stowed away underneath the lining of his cap. Neal is an Australian.

A serious collision occurred at Tanjong Pagar Wharf, Singapore, early on the morning of the 7th inst. About 8.30 a.m., the *Arcton* Apsar, Captain Fyfe, from Calcutta, heavily laden with cattle for the Singapore market, in approaching Tanjong Pagar Wharf, No. 3 Section, failed to draw alongside, but struck the wharf bows on, and crashing through the piles for upwards of thirty feet, almost demolished that side of godown No. 25 which faces the sea. The s.s. *Bengalee* was lying alongside the wharf, not far from the wrecked godown and narrowly escaped injury from the colliding vessel. The *Arcton* Apsar, after she had struck, reversed and backed out of the wharf with apparently no injury other than a severe scraping. The destruction of the one half of the godown was fairly complete. The roof had fallen in, the supports were broken and tottering and the floor planking, ripped up like card-board, was covered with mortar, tiles, and other debris.

It is stated from Wuhsang, that Governor Tuan Fang of that city has issued proclamations throughout the principal cities of Hunan province warning the people from being swayed by rogues who are going about the Yangtze provinces offering for sale so-called "Russian certificates," guaranteeing protection to native holders against oppression on the part of their mandarin. The proclamations further said that a despatch had been received on the subject from Governor Nien of Kiangnan province, who stated that the Shanghai Tientsin had reported that a certain Chinese had come to that port and had applied to the Russian Consulate there for such a certificate, stating that he had seen such documents hawked about in the interior and sold to whomsoever desired to have Russian protection. Of course the Russian Consul denied the existence of such certificates.

According to the returns of the Japanese Communications Department, which were published in the *Tokyo Official Gazette* of the 3rd inst., the total length of all private railways now in operation throughout Japan is 2,905 miles and 16 chains, of which 461.07 miles belong to Kyushu. The lines now in course of construction are 598 miles in length, of which 111 miles are to be constructed in Kyushu. The reserve funds of the above railway companies, 41 in number, were \$385,344,441 at the end of the last fiscal year. The paid-up capital amounts to 1,013,674,742 yen and the debentures to 11,017,840 yen. The loans temporarily raised by these concerns are 9,940,788 yen and other accounts 3,070,901 yen. The same returns show the average cost of construction of the railways railways, now in operation, from which it seems that the Government lines averaged 100,245 yen per mile, private lines in the main island 74,000 yen per mile, private lines in Hokkaido 49,245 yen per mile, the Kyushu lines 32,237 yen and the Hokkaido lines 31,193 yen per mile. On the whole the Government lines cost 90,000 yen per mile and the private lines 65,000 yen per mile.

Mr. Pothick, once the late Li Hing-chang's private secretary, is reported to be seriously ill at Peking.

The *Mutine*, aloof, having completed her visit at Sheerness Dockyard, was to be commissioned on the 28th ult. by Com. Claude W. M. Plenderleath for service on the China Station.

Colonel Thye, one of the chief promoters of commercial enterprise in the Congo Free State, has left Brussels for New York on business connected with certain projected undertakings in China.

An intimation has been received by the Japanese authorities that a gun has been mounted on the fort at Welbaitwei, and that foreign war-ships calling there will hereafter be saluted.

The *Expielle*, aloof, which is expected to come out to this station, left Sheerness on the 15th ult. for the North Sea to carry out an eight hours' run at full power for the information of the Boiler Committee, representatives of which are watching the working of her Babcock and Wilcox water-tube boilers.

The New York correspondent of the *Post* telegraphs that there is a growing favourable opinion in the Administration against further enactments excluding Chinese from entering the United States. The President is said to be studying the question closely, but has not yet reached a definite opinion.

According to a statement made by M. Tuckert, a Russian missionary who has arrived at St. Petersburg from Peking, has paid 5,000,000 roubles for the restoration of the Russian Legation Church which was destroyed during the disturbances of last year, and also agreed to a large Orthodox monastery being built in Peking.

The 31-knot torpedo-boat destroyer *Arcturion*, built to order of the Imperial Japanese Government, was successfully launched on the 13th ult. from Messrs. Yarrow's new works at Poplar. This vessel is similar to the six destroyers previously constructed by the same firm, all of which navigated to Japan under their own steam.

The Criminal Chamber of the Provincial Court at Frankfurt-on-the-Main last month sentenced Herr Max Quorol, the responsible editor of the *Volksfreund*, to three weeks' imprisonment for libelling the German East Asiatic Expeditionary Corps. The proceedings were taken at the instance of the Minister of War on account of the publication of a so-called "Fun Letter," headed "German Asia."

The *Journal of Trade and Industry* at St. Petersburg, states that the Steam Navigation Company of the East Chinese Railway has opened a regular steaming service between Port Arthur, Nagasaki, and Vladivostok, and that the establishment of the following lines is contemplated:—(1) Port Arthur-Chief-of-Taiwan; (2) Vladivostok-Saghalien-Nikolsk; (3) Okhotsk-Bering Strait; (4) Tientsin-Kiaochow. In exceptional cases the steamers of the last-mentioned lines will also go to Shanghai. The company at present has at its disposal 19 steamships for goods and passenger traffic, besides many river steamers.

The *Kuhsack* *Zeitung* publishes the following telegram from Berlin:—The Soud-Fusan Railway Company has been amalgamated with the Belgian Company. In the conception of the new railway company provision is to be made for permitting the purchase of shares and bonds not only by Japanese and Germans, as hitherto, but by all foreigners. The shares and bonds are to be guaranteed by the receipts of the railway. Finally, all foreigners, who are holders of shares or bonds of the railway, are to be granted the right of settling along the line. Up to the present, Germans and Japanese alone possess this right.

It cannot be said, remarks the *L. & C. Express*, that the first birthday *Gazette* of His Majesty King Edward VII. will be memorable in the annals of the *Far East*. There is only one honour granted in the field, a Companion-ship of the Order of St. Michael and St. George, being conferred on Mr. Walter Egerton, First Magistrate, Singapore, in the Straits Settlements. Mr. Egerton has done much service in the Straits and distant military positions under the Government, and is to be congratulated on his honour. The only other appointment that comes near the field of the *Far East* concerns Sir John W. Russell, Chief Justice of the Supreme Court, Ceylon, and formerly of the Straits, who has been sworn of His Majesty's Most Honourable Privy Council.

TELEGRAMS.

"DAILY PRESS" SERVICE.

(FROM OUR CORRESPONDENTS.)

THE WAR IN SOUTH AFRICA.

LONDON, 15th December, 3.55 p.m.

CONCENTRATION CAMP MORTALITY.

The children's death-rate in the concentration camps during October was 573.

GENERAL NEWS.

LONDON, 16th December, 10 a.m.

WIRELESS TELEGRAPHY—CORN WALL TO NEWFOUNDLAND.

Signor Marconi at Newfoundland announces that he has there received faint but conclusive signals from Cornwall by wireless telegraphy.

RUSSIA AND ARMENIA.

Considerable attention is being paid to the theory advanced by M. Victor Bérard in the *Revue de Paris* that Russia, aiming at the occupation of Armenia, secretly encouraged the Sultan in the recent dispute between Turkey and France.

LONDON, 16th December, 3.55 p.m.

THE SCHLEY ENQUIRY.

Admiral Schley has been condemned by the Court of Enquiry, on eleven points. The Court recommends that no further proceedings should be taken.

LABOUR BILL IN QUEENSLAND.

Queensland requests the Australian Governor General to reserve the Labourers Bill for the assent of His Majesty the King, thus giving an opportunity for appeal.

THE MARKETS.

There is a fair demand for cotton, and the same is true of copper, which stands at 57½.

TO-DAY'S CHORAL FESTIVAL.

At 7 p.m. this evening there will take place at St. John's Cathedral the first Diocesan Choral Festival ever held at this port, a festival which will, we trust, be the precursor of many others. With the amount of musical talent available in Hongkong there seems no reason why the service should not become an annual one, as indeed it is announced in the programme. The regular Cathedral choir to-day will be reinforced by those of St. Peter's Church and the Military Church, and by the band of the Royal Welsh Fusiliers. The work chosen for performance is, as we are informed some weeks ago, Gounod's "Holy City." In this the soloists will be—Soprano, Mrs. W. H. A. Gerson and Miss Lounsbury; Contraltos, Mrs. Dealy and Miss Laykin; Tenor, Mr. G. P. Lamport; Basses, Mr. C. H. P. Hay and W. J. Terrell. The band of the Royal Welsh Fusiliers will play a selection from Rossini's "Stabat Mater" at the commencement of the service. The organist is Mr. G. Grimble, and the conductors are Messrs. J. H. Moir, R.W.F., and Mr. A. G. Ward. The collection, which will be made during the interval, will be on behalf of the Choir Fund.

LATEST STEAMER MOVEMENTS.

The P. & O. steamer *Bengal* left Singapore for this port on the 15th inst., at 5 a.m., with the outward English mail, and is due here on the 21st inst., at 4 p.m.

The Imperial German Mail steamer *König Albert* left Kobe for Hongkong and Shanghai on the 15th inst., and may be expected here on or about the 24th inst.

The N.Y.K. steamer *Idzumi Maru* (American Line) left Shanghai for this port on the 14th inst., and is expected to arrive here to-day.

The C.P.R. steamer *Athenian* left Yokohama on the 14th inst., p.m., for Victoria and Vancouver.

The N.Y.K. steamer *Yawata Maru* (Australia Line) left Manila for this port on the 15th inst., p.m., and is expected to arrive here to-morrow.

The P. & A. steamer *Knight Companion* arrived at Portland (Oregon) on the 14th inst., left Hongkong on the 15th ult.

LIFE IN THE FAR EAST.

The *Kobe Herald* (which has been scoffing at complaints emanating from this port about the difficulties of living) says in its leading article in its issue of the 6th inst.:

Our contemporary, the *Japan Herald*, introduces the Hongkong question, "Is Life Worth Living?" to its Yokohama readers under the more seductive title "Economic Reflections." Although thus approaching the question with a mind apparently less predisposed to accept or to pronounce a negative reply, we find that our Yokohama contemporary is finally constrained to view the prospect with as forbidding a sight as any that has been heaped by the heavy-laden journals of Hongkong although the mood is rather that of the victim who rides with a gay cheerfulness to his guillotine doom. "In view of all these considerations," pronounces this latest journalistic moralist on the "business" of the Far Eastern outlook for young men, "our advice to young men at home, of convivial tendencies who may be contemplating a trip to the Far East, is exactly the same as that pronounced by Punch to the man about to get married." This, of course, is the wickedest tergiversation. The writer had in his mind to say that decidedly life in Yokohama is not worth living and we are surprised that his courage should stop short at pronouncing the doom as one that he himself is prepared to face. However, this aside, our contemporary succeeds in being amusing even if he is a scold. We are not aware that any foreigner has before given its foreign readers thoroughly reliable directions on how to live on less than two yen a month.

Our contemporary first sets forth that there are Japanese "foreign-style" restaurants where one may obtain three meals a day and dyspepsia for 25 yen a month and then it proceeds to its Admirable New Diet in what is practically less than nothing amounting to a "Diet" in search of economy at the expense of their stomachs might, we lead to another of their suggestions, which we throw out free of extra charge. It is that they should make an arrangement with the proprietor of one of those travelling restaurants colloquially known as *yatai*, which dispense macaroni at strictly popular prices; by this means a month's board bill might be kept within ten yen a month. It is true that it would require considerable moral courage to stand in front of the highly ornate covered vehicle which ministers to the wants of hundreds daily, and absorb the contents of a two-sen bowl of the savoury staple, in the face of grinning ricksha coolies and the surprised glances and brutal snarl of compatriots. Still, bowls of macaroni at two sen each would mean six sen a day; and allowing thirty days for the calendar month, 180 yen for that longer period. As the person who first repeats "a good thing" is second in credit and gains only to the person who invents it, so we may elude the second station in the hierarchy of the apostolate who can now preach this new and superior gospel of economy to the world at large. All physical needs supplied at 1.80 yen a month! What visions it opens up! The underpaid at 60 yen a month may now speedily accumulate a fortune at the rate of 588 yen per annum, for, since it is possible to satisfy all claims of the inner man for 1.80 yen per thirty days, an additional 20 sen should suffice to meet the less peremptory and much less essential demands of the outer. The great underpaid at 1,000 yen a month might on these savings retire with an ample competency to luxurious Europe in a brief three years or less!

DO FAST ATLANTIC LINERS PAY?

The policy of building very fast liners is discussed in *Engineering*, *apropos* of a contribution on the subject of shipping subsidies by Dr. Ginzburg. Comparing the *Deutschland* and the *Ivernia*, the former is the larger by about 15 per cent, but the cost would be nearer 50 per cent greater than 15 per cent. The German ship has a crew of 553 persons; the *Cunarder* has but 257. The indicated horsepower of the *Deutschland* is given as 35,000; that of the *Ivernia* is 16,300. The *Ivernia* carries a huge cargo, as well as a fair number of passengers, and has been running steadily ever since she came out; the *Deutschland* did not run between November and April. Still, it must be remembered that *Ivernia* counts for something. Taking these and other points into consideration, Dr. Ginzburg concludes that speed beyond a certain limit is not commercially desirable; and that therefore, if military considerations demand it, the State must give adequate inducements. At present the annual subvention of £77,813, divided amongst seven companies, is really trifling; and it may be agreed that "the subsidies are certainly not sought by the companies," as an Admiralty witness said before a House of Commons Committee. France, Germany, and Russia have been increasing the number and improving the speed of their ships suitable for the task of supplementing their force of naval cruisers in war time. Great Britain is dropping behind, few such ships being built at all, and her latest ships being less speedy than the recent German vessels, and, indeed, than the British steamships previously constructed. The British shipbuilder has cheap steel, and cheap coal; but against these are to be set the following statutory disabilities: The Merchant Shipping Act, light dues, regulations as to manning, light dues, crew space, and crew food. Life-Saving Appliances Act, and the Load-Line Act.

EXPORT CARGOS.

Per steamer *Machon*, sailed on the 3rd December. For London—1,855 boxes tea assorted, 197 boxes tea congo, 593 boxes tea from Macao (particulars unknown), 129 boxes tea from Amoy (particulars unknown), 17,039 bales hemp, 560 bales plumbe, 34 bales cotton, 250 casks ginger, 20 casks pin o'bezo, 7 bags cascara, 50 casks p. l. faw, 27 cases blackwoodware, 25 cases dry ginger, 20 cases petit pail, 16 cases bambooware, 12 cases cigars, 6 cases blackwoodware, 5 cases palm leaves, 5 cases prongs, 1 case Chinaware, 17 pkgs private effects, 36 pkgs sundries. For London opt. Glasgow:—800 cases preserves, 700 cases preserves. For Glasgow:—6 cases curios, 3 pkgs sundries.

Per steamer *Ballaour*, sailed on the 7th December. For London opt. Glasgow:—450 cases preserves. For St. Etienne:—10 bales raw silk. For Lyons:—1,042 bales raw silk. For Marseilles:—506 bales raw silk, 2 cases bird feathers. For London:—194 bales raw silk, 297 bales tea, 29 chests tea, from Poochow, 4 cases silk, 9 cases curios, 1 case cigars, 2 cases feathers, 1 case paper, 3 bales mottling sample, 1 bale waste silk opt.

Per steamer *Kurdistan*, sailed on the 8th December. For New York:—118 bales rattan, 30 bales cane, 48 cases blackwoodware, 15 cases Chinaware, 45 cases joss sticks, 10 cases private effects, 10 cases fans, 3,032 pkgs merchandise.

GENERAL CHAFFEE ON THE PHILIPPINE.

The following letter, written by General Chaffee to Major Heath, of Montana, has been accorded somewhat wide circulation in the United States. It contains a precise and clear statement of the views of the Military Governor, and sums up the situation in a plain, matter-of-fact way, without any attempt to overdraw or to conceal the truth. The general obviously has reason to believe that Governor Taft himself is discredited. General Chaffee's communication is dated at San Fernando, Island of Luzon, September 16, and is in part as follows:

"I will endeavour to give you an idea of the situation here as per your request of the 14th ultimo. You know, Major, I am not given to writing lengthy epistles, but in your case I will make an exception. Since coming from China I have given the problem of the government of the Philippines careful consideration. It seemed to me at the beginning that a big task was in store for me. I am of the opinion still, Admiral Dewey I believe it was who said that the Filipinos were better fitted for civil government than the Cubans. I have every respect for the Admiral, but I feel sure that in this statement he is considerably mistaken. In the first place, the ideas, tastes, and religion than anything else, and American occupation is not to his liking. He may profess love for the United States, but he is glad of any opportunity to assail us from behind. Aguinaldo is one of this class, and a man in whom I would put no faith. Too much consideration has already been shown him. The religion of the Filipinos is another serious consideration. The people in general are afraid American supremacy and government means Protestant control and growth. Of course, there is nothing in this, but the idea is implanted in the minds of the people and constitutes a very serious obstacle in the way of securing permanent peace. Our government should have some influence with the Vatican toward destroying this silly yet trouble-breeding idea. You ask me when, in my opinion, the greater part of the troops will be withdrawn. I wish I could but answer you with any degree of definiteness. The same query was propounded by General Corbin when he was told that the forces should be reduced below the 50,000 level for at least five years. I am of the opinion that at least that number of men will be required for a much longer time, perhaps for a quarter of a century. When you give consideration to the character of the territory to be held, as well as to the fact that at least half of the population is semi-wild and have no conception of a government of any description, you will understand what we are up against."

"Some of the officials here profess to have great faith in the present civil government, and far as it has been established, but I am afraid it is not working well. General Taft took hold of the government with energy, and he is a man of remarkable ability, but I am afraid he is almost losing courage. In dozens of places where municipal government has been established and placed in the hands of the natives, it has fallen flat when active American support was withdrawn. The natives are not to be trusted; that is the chief drawback. Governor Taft may resign his place at almost any time. He has not said so in as many words, but the climate is not to his liking, and I am sure he is disheartened with the way things are going on his lines. It seems from your letter that you are deeply interested in the educational plan proposed by our Government. It was a very unique idea and I have hope that in time it will fulfill the expectations of its originators but the time is not yet ripe in my opinion, for the work of the school teacher, I mean referring to the island as a whole. In and around Manila, Dagupan and Iloilo it is well enough, but there it ends. Of course no one would think of sending a native American 'school master' back into the country. It is contrary to the custom here in the first place, and would be very reckless in the second. Where the troops are stationed all is fairly quiet; but in the country immediately beyond the control of the military, matters, to say the least, are rather disquieting. But the people at home must not be impatient. The Government in both civil and military manner is using every endeavor to tranquillize and bring peace and prosperity, but the Filipinos seem to know it. They are laughing at them or knocked out of them they may settle down and become good citizens. Personally, I look for a great future for this country, but it is in the 'future.'"

POLICE AND PUBLIC AT SHANGHAI.

Before Mr. King. In H.B.M.'s Police Court, Shanghai, on the 5th, Mr. Alexander Cuskey, junior, was charged with assaulting Native P. C. 389 whilst in the execution of duty. Native P. C. 389 stated: On the night of the 2nd inst., at 9 o'clock I was on duty between the Canton and Szechuen Roads when I saw defendant coming from the German Club. He approached me and spoke in a language I could not understand. Then with my saying anything defendant struck me with a stick. I only said "I do not understand" when defendant at once hit me on the arm and on my trying to ward off the blow he struck me with his fist. I then blew my whistle when P. C. 387 came to my assistance. A coolie employed in a house next to the German Club also witnessed the assault. When P. C. 387 came up defendant had hold of my arm. I tried to make to defendant understand that a case like this should have to be reported at the station and he took hold of my arm to prevent my going to the station. Four gentlemen then came out of a house and persuaded the defendant to give me his card. After auditing no his card defendant struck me again twice with his fist. I then took the card to the station and reported the matter. I have never seen defendant before and did not know who he was. I have been in the force for a year and half. I was in the middle of the road when defendant came up. I was on traffic duty.

Defendant: Is this gentleman in order at all? His Worship: This is a summons and not a warrant.

Defendant: understand that a complainant has given the information on oath before a warrant or summons is issued.

His Worship: I will point out to you that I will not issue a warrant without a statement on oath.

Defendant: May I ask you what power has the Municipal Council to interfere with residents in this way?

His Worship: Do you mean to hint that the Municipal Police has no status at all?

Defendant: I admit I have struck this man because he got hold of me. No policeman who wears a stick or Chinese or whoever else has any right to get hold of me. I ask you whether the police is justified in doing this to a man who has been here for the past twenty years. Before I put myself in any false position I like to know whether this warrant is perfectly in order.

His Worship: If you had refused to answer to that summons you would have committed

a great wrong and I would have issued a warrant at once for your arrest.

Defendant: I would answer at once to any summons made in H.M.'s name.

His Worship: The summons is in perfect order and the Police were right in doing what they did.

Defendant: May I ask you if this summons is in order. May I hand it to you. You will observe that some thing has been erased from it. Is that in order?

His Worship: Entirely in order. You would have done a foolish thing if you had refused to come.

Defendant: I have not refused to come. I only want to know whether it is right. I don't want to carry the matter any further.

His Worship: Do you wish to cross-examine this witness?

Defendant: On this summons?

His Worship: Yes, you are wasting time. Defendant: What right has the Council to instruct the Police to arrest any one in that way?

His Worship: You are assuming that the Police did arrest you.

Defendant: Do you wish to say that he had not put his hands on me?

His Worship: Ask him.

Defendant: I went up to the constable and asked him a question and he replied that it was none of his business. I then asked him his number and as I could not see the number I put my hand on his collar when he immediately got hold of me. I then was foolish enough to hit him. Undoubtedly I did hit him. He then blew his whistle and half a dozen Germans came out of the German Club. I want to know what are the powers of the Council in the matter of arresting foreigners.

His Worship: I am not an officer of the Council but of the British Government. You should ask a legal adviser.

Defendant: I don't think I will get that information.

His Worship: You are not likely to get it from me.

Defendant: I hit the coolie—

His Worship: The coolie?

Defendant: The complainant he is no better than a coolie.

His Worship: I am afraid you are prejudicing your case. You don't realise the seriousness of the offence.

Defendant: He blew his whistle and the Germans came and said "Don't hit the man; don't hit the man!"

His Worship: Would you have struck a foreign constable?

Defendant: Yes, I would have struck any man if he puts his hands on me.

His Worship: You admitted you put your hands on him first.

Defendant: I went round afterwards to the Police Station and told them what happened and the question is whether the Police have a right to be here and when I asked you the question you said you don't know.

His Worship: What I said was that the Police have a perfect right to be here.

Defendant: If you rule that the Police have a right to bring me here I have nothing more to say, but I don't understand your ruling.

His Worship: I think you had better endeavour to prove some justification. I find that you have committed this offence.

Defendant: I struck the man under impression that no one has a right to put his hands on me. His Worship: You are entirely wrong in that.

Defendant: I thought no one in these settlements has the right to arrest any foreigner, without authority. I would have been arrested if I had not resisted.

His Worship: I am not satisfied that such was the case. The offence is a serious one and I will fine you 500. I will add for your benefit that having resisted so long in these settlements you ought to know better and the sooner you alter your dose as to the powers of the police the better for you.

A NEW DYNAMITE GUN.

A New York telegram says:—Highly successful tests of a new dynamite gun of destructive powers in success of any weapon, historic design and last but not least, conducted by a special board of officers of the Bureau of Ordnance of the United States Army at Fisher's Island. The Government has for several years been engaged in the erection on Fisher's Island of fortifications on a colossal scale, intended to make the eastern entrance to the Sound impregnable to naval attack and secure the safety of all the cities along the Sound from New London to New York. In this system of defence the new dynamite gun, which is mounted on a pedestal, is the chief feature. Fisher's Island and Kins Island, on which heavy batteries have also been erected, is expected to play an important part. The utmost secrecy has been enforced by the Government relative to the works on Fisher's Island, and the Government has not made public these tests. The gun, which was built in Cranston, Pa., was recently installed in a battery at the western end of the island.

It is of the same pneumatic type as the gun of the batteries now in position at Sandy Hook, and San Francisco, being forty feet long, with a calibre of fifteen inches, but embodying many new features, including rapidity of action and accuracy of fire. A new type of fuse has also been supplied which assures absolute precision of explosion of the shells both on impact and by delay action. The tests were made before a board consisting of Majors McNutt and Birney of the Bureau of Ordnance and many artillery officers from the forts in the vicinity.

With the full calibre projectile the gun has the ability to hurl 500 pounds of proved nitro-cellulose to a distance of about 3,000 yards, with a degree of accuracy not excelled by the latest types of heavy rifled ordnance. Two days were devoted to the tests. The first shot landed a six-inch shell, carrying fifty pounds of explosives, a distance of 5,763 yards, bursting on impact with the water and sending a column of water 300 feet into the air. With a ten-inch shell, carrying 200 pounds of explosives, the extreme range was found to be 6,440 yards, the shell exploding under water with the desired delayed action of two seconds.

In the test for accuracy five eight-inch shells were dropped at the respective ranges of 5,043, 5,035, 5,020, 5,040 and 4,970 yards, all of which would have taken effect, assuming that the target had been a battleship about three miles away or about double the distance of 2,540 yards now generally accepted as the limit of a practical fighting range.

In the test for rapidity of fire, five full calibre shells, weight 1,185 pounds, or more than half a ton each, were discharged in eleven minutes and fifty-five seconds, almost bringing the weapon within the class of rapid-fire pieces.

The test for endurance called for the firing within two hours of twenty-five "air shots," or what in an ordinary gun would be called blank cartridges, but no difficulty was experienced in firing forty shots in that time, without any perceptible loss of pressure in the storage reservoir, the air pressure in the gun remaining uniform at each shot at 1,000 pounds.

JAPAN AND RUSSIA.

An *Asahi* telegram from Tokyo on the 5th inst. says:—

Some diplomats believe that sinister motives are influencing the Russian Government in their welcome of Marquis Ito. These parties see in the warm reception accorded to the Marquis preparations for some future move, and evidence of the conclusion of negotiations of some kind between the Russian Government and the Marquis. It is not yet known if the Katsura Cabinet sanctioned Marquis Ito's journey and authorized him to start negotiations, or whether he volunteered to do so; but it is almost certain that some agreement was set on foot in St. Petersburg, and that the negotiations have made unexpectedly rapid progress. The provisional understanding thus arrived at, is expected to be permanently disastrous to Japan in the solution of Oriental questions.

It is also reported that the Russian Government proposed to the Marquis that he should recognize to a certain extent the Russian policy in Manchuria, in return for Russian assistance in floating a Japanese loan in France. The Marquis is reported to have replied that he could not consent to any such proposal. The Russian Government then proposed to recognize Corea as being under Japanese suzerainty; but the Marquis reserved a definite reply regarding this proposition also. The Manchurian question was recently reported to have been abandoned owing to the Japanese protest but it is said that the Russian Minister to Peking has not received any formal notice to that effect from the Chinese Government. It is therefore improbable that the Minister withdrew the demands and that the matter will be concluded one way or the other soon after the return of the Court to Peking.

TRADE MARK



MOËT & CHANDON'S DRY IMPERIAL.

VINTAGES, 1893 & 1898.

A WINE OF THE VERY HIGHEST

CLASS WHICH WE ARE STILL

OFFERING AT

PER CASE QUARTS ... \$47.00

PINTS ... \$49.00

SOLE AGENTS—

H. PRICE & CO.

12, QUEEN'S ROAD. [616]

MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD: "DOCK" NAGASAKI. A.I., A.B.C., Scottish and Engineering Code Used.

DOCK No. 1 (at TATEGAMI). Extreme Length ... 528 feet. Length on Blocks ... 513 " Width of Entrance on Top ... 80 " Width of Entrance on Bottom ... 77 " Water on Blocks at Spring Tide 26½ "

DOCK No. 2 (at MUKAJIMA). Extreme Length ... 371 feet. Length on Blocks ... 350 " Width of Entrance on Top ... 66 " Width of Entrance on Bottom ... 53 " Water on Blocks at Spring Tide 22 "

PATENT SLIP (at KOSUGU). Can take vessels up to 1,000 tons gross.

THE WORKS are well equipped with the LATEST IMPROVEMENTS and can execute any kind of work in SHIPBUILDING and MARINE ENGINEERING as well as in REPAIRING OF SHIPS.

THE COMPANY has a POWERFUL SALVAGE PLANT READY AT SHORT NOTICE. [15]

OREGON LUMBER.

THE Undersigned, being closely connected with the leading MILLS at PORTLAND and PUGET SOUND, are always prepared to book orders for any specifications at LOWEST RATES.

SIEMSEN & CO. Hongkong, 14th February, 1901.

TANG FOO & CO.

SAM WING HING COAL MERCHANTS. No. 45, DES VUEUX ROAD CENTRAL. Telephone No. 329. Hongkong, 23rd September, 1901. [341]

NOTICE.

THE Undersigned carry in Stock an extensive line of CIGARS and CIGARETTES from the "GERMINAL" FACTORY of Manila, for which they are Sole Agents in Hongkong. Prices moderate. Stock of specially selected quality. A trial solicited. Special Terms to Exporters.

T. M. STEVENS & CO., Beaconsfield Arcade. Hongkong, 2nd August, 1901. [1913]

SIENTING.

SURGEON DENTIST. No. 10, D'AGUIAR STREET. TERMS VERY MODERATE. Consultation Free. Hongkong, 23rd September, 1901. [245]

HOTEL.

THE QUEEN'S HOTEL.

ELGIN ROAD, KOWLOON.

Three minutes' walk from the Steamer Wharves and seven minutes by Ferry-launch from the City of Victoria. A First-class Hotel with thirty-five very airy Bedrooms.

Board and Residence:—By the day ... From \$5 to \$7.00 " month ... \$85 to \$110.00 " for Married Couple ... \$160.00

Everything of the Best. Dinner Parties by Special Arrangement. Billiards (Thursdays Match Table). Most perfect culinary arrangements. Food bazaar European and Eastern styles.

H. RUTTONJEE, Proprietor. Hongkong, 25th November, 1901. [2991]

PIANO PLAYING EXTRAORDINARY

ANYONE CAN PLAY THE MOST

DIFFICULT MUSIC WITH OUR

PIANO PLAYERS.

Selections from "BEELE OF NEW YORK,"

"RUNAWAY GIRL," "TANN-HAUSER," CHOPIN, MENDELSSOHN, "POET and PEASANT" OVERTURE, &c., DAILY.

ROBINSON

PIANO CO., LTD.

Hongkong, 6th December, 1901. [2384]

POHOO MULL BROTHERS 57 & 59, QUEEN'S ROAD CENTRAL, WHOLESALE AND RETAIL IMPORTERS AND EXPORTERS.

INDIAN, Chinese and Japanese Silk Goods for Ladies and Gentlemen, and other Articles. Oriental Embroidery, Rugs and Carpets, Jewellery, Cashmere Shawls, Ivory, Sandalwood and Tortoiseshell Wares, Curiosities and Fancy Goods.

INSPECTION IS SOLICITED. Hongkong, 4th November, 1901. [2801]

司公濟鴻角莊

HUNG CHAI & CO. WONGKOK, YAU-MAT.

MANUFACTURERS of MOSAIC BRICKS of all Colours and Designs. Hongkong, 28th November, 1901. [3007]

R. J. REMEDIOS FOREIGN AND COLONIAL STAMP DEALER.

No. 4, WEST TERRACE, HONGKONG. Will be glad to send STAMPS or to supply any address on receipt of satisfactory references.

Is also prepared to purchase used POSTAGE STAMPS in Large or Small Quantities for Cash. AGENTS WANTED. 15 to 25 per cent. Discount Allowed. [2062]

YEE SANG & CO.

COAL MERCHANTS, have always on hand LARGE STOCKS OF EVERY DESCRIPTION OF COAL.

Address—Care of Messrs. KWONG

NEW ADVERTISEMENTS

WANTED.

A B C CODE, 4TH EDITION.
New or Second Hand.
ROOM 46, Hongkong Hotel.
Hongkong, 17th December, 1901. [3207]

HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

TENDERS are invited for the sole right of advertising in Chinese on the backs of tickets issued to native passengers by all the steamers of this Company and by the China Navigation Company's steamer "HANKOW." For further particulars, apply to
THE SECRETARY.
Hongkong, 17th December, 1901. [3201]



NOTICE.

DURING the operations for RAISING the s.s. "SKRAMSTAD" there will be obstructions between the Ship and the Shore and Launches and Junks are warned not to attempt to pass.

R. MURRAY RUMSEY,
R. Com. R.N.,
Harbour Master, &c.
Harbour Department,
Hongkong, 16th December, 1901. [3200]



PUBLIC AUCTION.

Suit No. 34 of 1901.

ORIGINAL JURISDICTION.

L. M. J. ALVARES,
trading as **L. M. ALVARES & CO.,**
versus
P. DE LARA Y DEL PINO.

THE Underigned have received instructions from the Registrar, Supreme Court, to sell by Public Auction,

TO-DAY (TUESDAY),
the 17th DECEMBER, at Noon, at Kowloon Marine Marine Lot No. 36, Kowloon, 87 DEMIJOHN'S OLD SUPERIOR ANISETTE;
450 DEMIJOHN'S OLD COGNAC.
(Each Demi John holds about 20 quarts).
TERMS—As usual.

HUGHES & HOUGH,
Government Auctioneers.
Hongkong, 17th December, 1901. [3205]



PUBLIC AUCTION.

THE Underigned have received instructions from the Registrar, Supreme Court, to sell by Public Auction,

on
FRIDAY,
the 20th DECEMBER, at 2.30 P.M., at their SALES ROOMS, 30, DES VOUX ROAD, A LARGE NUMBER OF LAW BOOKS.

TERMS—As usual.
HUGHES & HOUGH,
Government Auctioneers.
Hongkong, 17th December, 1901. [3206]

PUBLIC AUCTION.

SUITABLE CHRISTMAS PRESENTS.

THE Underigned have received instructions to sell by Public Auction,

on
SATURDAY,
the 21st DECEMBER, 1901, commencing at 2.30 P.M.,

A LARGE VARIETY OF FANCY GOODS, comprising—
PARISIAN BRONZES, FANCY CLOCKS IN MARBLE & BRONZE, &c.;
ELECTRO-PLATE WARE, STATUETTES, MIRRORS, LEATHER GOODS, FANCY WORK BOXES, SMOKE SERS, LIQUEUR SETS, JARDINIERES, VASES, CENTRE-PIECES, DREDED PORCELAIN and various other goods.

TERMS—Cash on delivery.
On View from Friday, the 20th December.
GEO. P. LAMBERT,
Auctioneer.

Hongkong, 17th December, 1901. [3208]

PUBLIC AUCTION.

THE Underigned have received instructions to sell by Public Auction,

on
MONDAY,
the 23rd DECEMBER, 1901, commencing at 2.30 P.M., at his SALES ROOMS, DUNDALL STREET,

A FINE COLLECTION OF JAPANESE PORCELAINS AND CLOISONNES, comprising—
MAKUDZU VASES, INCENSE BURNERS, and CUPS and SAUCERS, SEVO BLUE and WHITE HAND-PAINTED VASES, EGG SHELL TEA SETS, VARIOUS DESIGNED VASES, DISHES, WALL-PLATES, &c., &c.

Also
Some very fine Specimens of CLOISONNE VASES, SILVER GROUND and SILVER INLAID, and CLOISONNE BUCKLES.

TERMS—Cash on delivery.
On View on Date of Sale.
GEO. P. LAMBERT,
Auctioneer.

Hongkong, 16th December, 1901. [3209]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP "BENGLOE"
FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon-Wharf and Godown Company, Limited, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 22nd inst., will be subject to rent.

All Claims against the Steamer must be presented to the Underigned on or before the 31st inst., or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 23rd inst., at 11 A.M.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by **GIBB, LIVINGSTON & CO.,**
Agents.
Hongkong, 16th December, 1901. [3196]

NEW ADVERTISEMENTS

NOTICE.

FROM this date, Mr. HO YUK LAU is no longer in my employ as Comptroller. I am not responsible for any Contracts entered into by him on my behalf.

Messrs. LAU KUE CHAU and IP LAN CHUEN have this day been appointed COMPTROLLER to my Firm, and are responsible for all future dealings.

A. M. ESSABHOY,
Hongkong, 13th December, 1901. [3212]

NEW YORK LIFE INSURANCE COMPANY.

THE OLDEST AND LARGEST INTERNATIONAL LIFE INSURANCE COMPANY IN THE WORLD.

Supervised by 82 Governments. Actual now placed and paid for business for the year 1900

Gold Dollars 232,388,255.

The undersigned, having been appointed HONGKONG AGENT for this Company

will be pleased to receive proposals for Insurance. A note or a Telephone Message from those wishing an "up-to-date" policy will receive immediate attention.

HECTOR W. SAMPSON,
Temporary Address, Hongkong Hotel.
Hongkong, 17th December, 1901. [3210]

A MOST USEFUL AND ACCEPTABLE XMAS PRESENT.

LOCKWOOD'S "PAMPA" CUTLERY.

The Ostrich on the Blade is a Guarantee of Genuine Sheffield Steel, of honest finish, a keen edge, highest excellency and denotes a Really Good Knife.

"PAMPA" Cutlery is more popular than ever.

Sole Makers—
LOCKWOOD BROS. LD.,
Sheffield.

行洋昌昌在存現辦貨活聯
看觀人任
Hongkong, 17th December, 1901. [3211]

ALTERATION.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW AND AMOY.
THE Company's Steamship

"HAICHING."
Captain Davis, will be despatched for the above ports TO-DAY, the 17th inst., at 9 A.M.

For Freight or Passage, apply to **DOUGLAS LAFAIK & CO.,**
General Managers.
Hongkong, 16th December, 1901. [3199]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR YOKOHAMA.
THE Company's Steamship

"FAUSANG."
Captain Mitchell, will be despatched as above on SATURDAY, the 21st inst., at 3 P.M.

For Freight or Passage, apply to **JARDINE, MATHESON & CO.,**
General Managers.
Hongkong, 17th December, 1901. [3203]

PORTLAND AND ASIATIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "INDRAVELLI"
FROM PORTLAND (OR), YOKOHAMA, KOBE & MOJI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

ALLAN CAMERON,
General Agent.
Hongkong, 16th December, 1901. [3215]

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London and Havre, as s.s. *Cambridge*, and Bordeaux, as s.s. *Ville de Rochefort*, in connection with above Steamers, are hereby informed that their Goods, with the exception of Opium, Tobacco and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon-Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 4 P.M., TO-DAY, the 16th inst., requesting it to be landed here.

Bills of Lading will be countersigned by the Underigned. Goods remaining undelivered after MONDAY, the 23rd inst., at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 23rd inst., or they will not be recognised.

All damaged packages will be examined on MONDAY, the 23rd inst., at 3 P.M.

No Fire Insurance has been effected.
P. DE CHAMPORIN,
Acting Agent.
Hongkong, 16th December, 1901. [3216]

NEW ADVERTISEMENTS

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at PORT DARWIN and QUEENSLAND Ports, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship
"AIRLIE"

Captain St. John George, will be despatched as above on THURSDAY, the 9th January, 1902, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamers of the China Navigation Company and vice versa.

For Freight or Passage, apply to **GIBB, LIVINGSTON & CO.,**
Agents.
Hongkong, 17th December, 1901. [3204]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.
THE Company's Steamship

"LOONGSAENG."
Captain Weigall, will be despatched as above on MONDAY, the 23rd inst., at 3 P.M.

This Steamer has superior accommodation for First Class Passengers, is fitted throughout with Electric Light, and carries a Doctor.

For Freight or Passage, apply to **JARDINE, MATHESON & CO.,**
General Managers.
Hongkong, 17th December, 1901. [3202]

AUCTIONS

PUBLIC AUCTION.

THE Underigned have received instructions from the Registrar, Supreme Court, to sell by Public Auction,

TO-DAY (TUESDAY),
the 17th DECEMBER, 1901, at Noon, at A. SOARES & CO.'s Godown, Kowloon, 537 DEMIJOHN'S OF LIQUEURS.

TERMS—As usual.
HUGHES & HOUGH,
Government Auctioneers.
Hongkong, 16th December, 1901. [3186]

PUBLIC AUCTION.

THE Underigned have received instructions to sell by Public Auction,

FOR ACCOUNT OF THE CONCERNED,
TO-DAY (TUESDAY),
the 17th inst., at 2.30 P.M., at their SALES ROOMS, 20, DES VOUX ROAD, SUNDRY HOUSEHOLD FURNITURE,

comprising—
TEAKWOOD SLEIGHBOARDS with GLASS, MARBLE T-P TABLE, TEAKWOOD WHATNOTS and TABLES, ELECTRO PLATED and GLASS WARE, A Quantity of ALUMINIUM GOODS, &c., &c.

Also
LADIES' and GENTLEMEN'S GOLD WATCHES and CHAINS, DIAMOND RINGS, MUSICAL BOXES, WALL PLATES, CUT GLASS CENTREPIECES, LIQUEUR STANDS, CAMERAS, MARBLE and FANCY CLOCKS, BRONZE STATUES and FANCY GOODS for XMAS and NEW YEAR'S PRESENTS;

And
One COTTAGE PIANO, by Robinson & Co.

Catalogues can be had on the day of Sale.
TERMS—As usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, 14th December, 1901. [3176]

PUBLIC AUCTION.

THE Underigned have received instructions to sell by Public Auction,

TO-MORROW (WEDNESDAY),
the 18th DECEMBER, 1901, at 10 A.M., at H. M. NAVAL YARD, SUNDRY NAVAL AND VICTUALLING OBSCLETE AND CONDEMNED STORES,

comprising—
OLD IRON, PAPER STUFF, RAUS, CANVAS, IMPLEMENTS, &c., &c.

Sale of Victualling will commence at 2.30 P.M.

TERMS OF SALE—As Customary.
HUGHES & HOUGH,
Government Auctioneers.
Hongkong, 13th December, 1901. [3158]

PUBLIC AUCTION.

THE Underigned have received instructions from the Official Administrator, to sell by Public Auction,

FOR ACCOUNT OF THE ESTATE OF CHUANG TAI IP (deceased),
on
MONDAY,
the 23rd inst., at 11 A.M., at CAUSEWAY BAY, the Steam Launch

"HOI FING."
Built of Teakwood. Length 63 feet 6 inches; Breadth 12 feet 5 inches; Depth 2 feet 3 inches. She has the following passengers accommodation:
Within the Local Trade limits 45 " Outside 14 "

Net Tonnage 21.65.
TERMS—As usual.

HUGHES & HOUGH,
Government Auctioneers.
Hongkong, 16th December, 1901. [3187]

WING CHEONG.

Dealers in
JEWELRY, PEARLS, DIAMONDS, CURIOS, JADESTONE ORNAMENTS, BRONZES and CARVED IVORY WARE, FINE SILKS and GRASSCLOTHS.

General Exporters of
ANISEED and CASSIA OILS, &c., &c., Stock always on Hand.

An inspection is respectfully solicited.

Note.—We beg to announce that we also buy all kinds of Curries at Moderate Prices.

35, QUEEN'S ROAD CENTRAL.
Hongkong, 16th April, 1901. [286]

TO LET.

TO LET.

HOUSES (now ready for occupation) in a first-class business locality, DES VOUX ROAD CENTRAL, next to A Tack's Furniture Store.

Ground Floor suitable for Shops. Upper Floors have plastered ceilings and walls, and are very suitable for Offices.

Apply to—
J. S. LEE & CO.,
Care of WING CHEONG TAI,
240, Des Voux Road West,
Hongkong, 10th December, 1901. [3141]

TO RENT—ON THE PEAK.

A NICELY FURNISHED ROOM with Bathroom, in Private Family. Close to Tram Station. Splendid View, and Very Healthy. First-class Table.

Address—
PEAK.
Care of Daily Press Office.
Hongkong, 11th October, 1901. [2588]

TO LET.

FROM the 1st of January, 1902, an OFFICE.

Apply to—
NORDDEUTSCHER LLOYD,
Superintendent Office,
3, Queen's Building, Top Floor.
Hongkong, 14th December, 1901. [3170]

TO LET.

"BELLEVUE," PEAK ROAD, from 1st January.

Apply to—
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.,
Hongkong, 4th December, 1901. [3088]

TO LET.

FIVE ROOMED BUNGALOW "RHEDA," BONHAM ROAD. Beginning 1st January, 1902.

Apply to—
LIAO TZE SAN,
China Merchants S. N. Co.,
38, Des Voux Road.
Hongkong, 2nd December, 1901. [3064]

TO LET.

THREE LARGE UNFURNISHED ROOMS, with separate Bath, use of Cookhouse, &c. \$40.00.

Apply to—
JOHN DOE,
Care of Daily Press Office.
Hongkong, 2nd December, 1901. [3066]

TO BE LET.

GOOD OFFICES fronting Queen's Road Central in Marine House.

A ROOM or OFFICE, 2nd Floor, Beaconfield Arcade.

For Particulars, apply to—
TURNER & CO.
Hongkong, 14th November, 1901. [2900]

TO LET.

THE GODOWN in West Point (Kowloon) known as Feather Factory, now occupied by the Hongkong and Kowloon Wharf and Godown Co., Ltd.

For particulars, apply to—
LAUTS, WEGENER & CO.,
Hongkong, 9th July, 1901. [1730]

TO LET.

NO. 1, STEWART TERRACE, the PEAK.

Apply to—
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.
Hongkong, 17th July, 1901. [1799]

TO LET.

HOUSES in CLIFTON GARDENS, Conduit Road.

HOUSES at CAUSEWAY BAY, facing the Polo Ground.

A HOUSE in RYTON TERRACE.

"THE LEBREAU," MOUNT KELLET.

GODOWNS at BLUE BUILDINGS.

Apply to—
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.
Hongkong, 28th November, 1901. [3028]

TO LET.

ONE LARGE OFFICE-ROOM, PRINCE'S BUILDING, SECOND FLOOR. From 1st January.

Apply to—
REUTER, BROCKELMANN & CO.
Hongkong, 11th December, 1901. [3148]

TO LET.

NO. 6, SEYMOUR TERRACE.

Apply to—
NO. 1, SEYMOUR TERRACE.
Hongkong, 3rd December, 1901. [3077]

TO LET.

"FERNSIDE," No. 37, ROBINSON ROAD.

Apply to—
S. A. RAMIAHN,
Care of Thomas's Grill Room.
Hongkong, 1st August, 1901. [1937]

TO LET.

GODOWN, No. 54, DUNDALL STREET.

Apply to—
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.
Hongkong, 28th November, 1901. [1692]

TO LET.

A SPACIOUS GODOWN, well built of Brick and Stone, at WANCHAI, MATHESON STREET.

Apply to—
CARLOWITZ & CO.,
Sales Office.
Hongkong, 10th September, 1901. [2802]

TO LET.

1ST, 2ND and 3RD FLOORS of No. 35, 1, QUEEN'S ROAD CENTRAL, next to Messrs. LANE, CRAWFORD & CO., now nearing Completion. Suitable for Offices.

Apply to—
WING CHEONG,
Nos. 1 & 3, D'Agulhar Street.
Hongkong, 28th October, 1901. [2942]

BANKS

THE YOKOHAMA SPECIE BANK LIMITED.

ESTABLISHED 1880.

CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID-UP " 18,000,000
CAPITAL UNCALLED " 6,000,000
RESERVE FUND " 6,510,000

HEAD OFFICE—YOKOHAMA.

BRANCHES AND AGENCIES:
Tokio Kobe Nagasaki
London Lyons New York
San Francisco Honolulu Bombay
Shanghai Tientsin Newchwang

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LIMITED.
THE UNION BANK OF LONDON, LIMITED.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent. per annum on the daily balance.</

ENTERTAINMENT

ST. JOHN'S CATHEDRAL.

THE FIRST FESTIVAL SERVICE
of the
HONGKONG DIOCESAN
CHOIR ASSOCIATION
will be held in the above Cathedral,
TO-DAY (TUESDAY), 17th DEC.,
at 5 P.M.

ORDER OF SERVICE:
Overture "Stabat Mater" ... Rossini.
Processional Hymn "Onward Christian Soldiers" ... Sullivan.
CANTATA "THE HOLY CITY" ... A. R. GAUL.
Voluntary "Stabat Mater" ... Rossini.

By kind permission of Colonel the Hon. R. H. Bortie and Officers of the Royal Welsh Fusiliers the Band of the Regiment will Assist.

SOLOISTS:
Soprano: Mrs. ANDERSON; Contralto: Mrs. DEALY.
Tenor: Mr. G. P. LAMBERT; Basses: Messrs. C. H. P. HAY and W. J. TERRELL.
Organist: Mr. G. GRIMBLE.
(Conductors: Mr. J. H. MOIR, R.W.F., and Mr. A. G. WARD.)

Seatholders are requested to be in their Seats before 4.55 P.M., as all Seats unoccupied will be considered free after that time.

It is hoped that those who attend will contribute liberally to the collection, especially remembering that the Order of Service and Words of "The Holy City" will be distributed free.

ALFRED CUNNINGHAM,
Hon. Secretary, S. J. G. Choir.
Hongkong, 16th December, 1901. [3143]

GOVERNMENT BILLS.

TENDERS FOR SPECIE, MEXICAN DOLLARS current in this Colony, and weighing 7.17, in Exchange for Sterling Bills drawn at 10 days sight on the Lords Commissioners of Her Majesty's Treasury, London, will be received by the Chief Paymaster, Army Pay Department, until 11 A.M., TO-MORROW, the 17th inst.

The Tenders to state the total amount required (in Pounds Sterling) and the amount for which each Bill should be drawn, but no Bills will be issued for less than £100.
The Tenders to be in Duplicate, and in Sealed Covers, addressed to the Chief Paymaster, Army Pay Department, and endorsed "TENDERS FOR GOVERNMENT BILLS."
The right to accept or reject any or all of the Tenders is reserved.

S. D. CROOKENDEN,
Colonel,
Chief Paymaster, China,
His Majesty's Treasury Office,
Queen's Road,
Hongkong, 16th December, 1901. [3151]

COMMISSION AGENT at Hamburg, with 7 years' experience in China, and established at Hamburg since 1894 as Buying Agent for a Hongkong and a Shanghai Firm, is desirous of obtaining the Agency of a first-class Manila House for the purchase of Continental and British Goods. First-class References.
Apply to—
"F,"
Care of Daily Press Office,
Hongkong, 14th December, 1901. [3173]

NOTICE.

DURING REPAIRS to one of the Wells, a full Supply of Water to the Kowloon Peninsula cannot be maintained. Water will, however, be TURNED ON from about 6 A.M. till Noon.

It is anticipated that the repairs will be completed and the full supply resumed within a few days.
The districts of Mong-kok-tai and Yau-mai are not included in the above Notice, as they are supplied from a separate source.

W. CHATHAM,
Water Authority.
Hongkong, 14th December, 1901. [3174]

THE HONGKONG STEAM WATER BOAT COMPANY, LIMITED.

THE above Company is prepared to supply the shipping in Hongkong with PURE and FILTERED WATER both for deck and boilers.
Call Flag 7.
J. W. KEW,
Manager,
20, Des Vaux Road.
Hongkong, 18th December, 1901. [3160]

RUINART PERE & FILS, REIMS
Established 1719.
CHAMPAGNE GROWERS AND SHIPPERS.
Ship only the Finest Quality Extra Dry (Green Seal).
LAUTS, WEGENER & CO.,
Sole Agents.
Hongkong, 17th Nov. 1901. [3271]

NOW ON SALE.

DIRECTORY OF

PROTESTANT MISSIONARIES

CHINA AND JAPAN

FOR 1902.

WITH ALPHABETICAL LIST.

70 PAGES. HANDSOMELY BOUND IN BLUE CLOTH AND LETTERED, \$1.

On Sale at

Messrs. KELLY & WALSH, Ltd., Hongkong

Shanghai and Yokohama

Messrs. W. BREWER & CO., Hongkong and Shanghai

Messrs. A. S. WATSON & Co., Amoy

Messrs. A. S. WATSON & Co., Foochow

The "DAILY PRESS" Office, Hongkong, and at the London Office, 131, Fleet Street.

Hongkong, 26th November, 1901. [3010]

INSURANCES

"L'URBAINE"

FIRE INSURANCE COMPANY, Ltd.
(Established 1838.)

THE Undersigned, having been appointed GENERAL AGENTS for the above Company, are prepared to ACCEPT RISKS at current rates.

P. LEMAIRE & CO.
Hongkong, 7th February, 1901. [429]

PHENIX FIRE OFFICE

THE Undersigned are now prepared to GRANT POLICIES OF FIRE INSURANCE against FIRE at current rates.

DOUGLAS LAFRAIK & CO.
Agents for the Phoenix Fire Office.
Hongkong, 17th August, 1887. [32]

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS AT 31st DECEMBER, 1900, £14,732,681.

I. AUTHORIZED CAPITAL, £3,000,000 0 0
SUBSCRIBED CAPITAL, 2,750,000 0 0
PAID-UP CAPITAL, 687,500 0 0
II. FIRE FUNDS, 2,833,716 14 4

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at current rates.

SHEWAN, TOMES & CO.
Agents.
Hongkong, 3rd July, 1901. [1641]

SALAMANDER FIRE INSURANCE COMPANY.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at current rates.

HOTZ, JACOB & CO.
Hongkong, 2nd April, 1900. [33]

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at current rates.

SIEMSEN & CO.
Hongkong, 29th May, 1895. [31]

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG.

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at current rates.

SIEMSEN & CO.
Agents.
Hongkong, 16th November, 1872. [29]

THE WESTERN ASSURANCE COMPANY OF TORONTO, CANADA.

INCORPORATED 1851.
CAPITAL, £410,000.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at current rates.

WM. MEYERINK & CO.
Agents.
Hongkong, 18th May, 1900. 1. 38

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LE-CHATEL.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at current rates.

REUTER, BROCKELMANN & CO.
Agents.
Hongkong, 21st April, 1897. [34]

SUN INSURANCE OFFICE, LONDON.

FOUNDED 1710.
The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at current rates.

SIEMSEN & CO.
Agents.
Hongkong, 16th May, 1892. [30]

LIEBER'S STANDARD CODE.

ENGLISH EDITION. FRENCH EDITION.

PRICE ... U.S. \$10.00

SELECTED CODE WORDS.

THE Ciphers are selected from the "OFFICIAL VOCABULARY," care having been taken to omit such dangerous ciphers as "Cheap," "Charge," "Collect," "Bimonthly," "Eleventh," "Eighteenth," "Cargo," &c., which are found in other Codes.

CONTENTS.

The Code contains 800 pages of 75,000 ciphers; 65,000 have sentences, and 10,000 are blank, enabling the addition of private phrases under their proper headings.

DIRECTORY OF USERS.

LIEBER'S MANUAL, published every three months, contains a revised list of those using the Code. NO OTHER CODE FURNISHES SUCH A LIST.

BEST EXTANT.

That LIEBER'S CODE is recognised as the best ever offered to the public is shown by the following houses, who have unqualifiedly endorsed it in preference to all others:

HONGKONG AND SHANGHAI BANKING CORPORATION.

CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

RUSSO CHINESE BANK.

JARDINE, MATHESON & CO.

ARNOLD, KARBURG & CO.

CHINESE ENGINEERING CO.

"HONGKONG DAILY PRESS."

LIEBER CODE CO.

2 & 4 Stone Street, New York

Hongkong, 25th November, 1901. [2984]

DAVID CORSAIR & SON'S

MERCHANT NAVY

NAVY BOILED

LONG FLAX

RELIANCE CROWN

TARPAULING

ARNOLD, KARBURG & CO.

Sole Agents.

COLD STORAGE

THE HONGKONG ICE COMPANY, Ltd., have now 40,000 Cubic feet of Cold Storage available at EAST POINT. Stores will be Open at 10 A.M. and 4 P.M. daily, Sundays excepted, to receive and deliver perishable goods.

WM. FARLAND, Manager.
Hongkong, 15th November, 1901. [65]

ONE VIEW OF MODERN LIFE.

The following amusing article is from "An Onlooker's Note Book" in the Manchester Guardian.

"Belgravia is a truly remarkable region, for all the women are brave and all the men modest." This rather cryptic saying belongs to a period when it was thought improper for a lady to walk alone in London. Between 1832 and 1833 Lord Grosvenor converted the "Five Fields" behind Grosvenor Place into a residential quarter and covered it with new and splendid houses. The central square, called Belgrave, became a clearly defined area as May Fair or Bloomsbury. Great families who wanted more elbow-room and air and quiet than they could obtain in the old parts of fashionable London eagerly colonised the new quarter. Its position was retired, and in the distant days its character and aspect were entirely new. It led to nowhere and was comparatively free from traffic, and all the inhabitants were rich people or their dependants. Thus it came about that ladies living in this favoured region, and running no risk of publicity or insult, gradually emancipated themselves from the tyrannous usage which required them either to go about in carriages or, if they set foot to the ground, to place themselves under male escort. They got into the way of walking unprotected by their own district, and thereby prepared for Belgravia the equivocal compliment which stands at the head of this paper.

The occasion for the gibe has of course passed away. "This is the age of Social Freedom, and woman's right to walk where she pleases has long been conceded by the tribunals having jurisdiction in such causes. But the invasion of parts which the saying implies has suggested a new parallel in the social life of the present day. The young are exulting and women masculine. The exhaustion of the young is a curious symptom. Some of it no doubt is real, and has its origin either in heredity or in personal neglect of the laws of right living. But partly it is an affectation. It is now the right thing to despise enthusiasm, romance, zeal, and eagerness. To care for a good cause, to be on fire about a high ideal, would draw down on one the contempt of the majority of the generation and contemporaries. Even the most ardent sport or amusement is thought of in heaven as a mere means to an end, and is not to be indulged in for its own sake. A serene indifference to everything but material comfort is both philosophy and fashion. "He's simply too off for words," was a sister's proud description of a perfectly healthy and able-bodied brother. The confessions and doubts of a jaded epicurean nearly always disclose some one exception to the general rule that everything is vanity, and so these precocious and exhausted Solomons are not ashamed to exhibit a very genuine generosity about money. Their watchword is "Big." They will discuss with animation whether the chance of winning a few pounds at poker justifies the expense and trouble of going to visit a friend in Yorkshire, and will sum up that it is "barely good enough." They will talk for hours at a stretch about investments, and will tell you how in some dubious speculation they "managed to get in on the ground floor," thanks to the good offices of Adrian Neuchatel. "He is a most appalling booby," but his tip is worth having. Being naturally in money, our young friends are naturally interested in racing, though of horses they know no more than the lady who said in my hearing at Lady Craze's wedding, "What splendid horses these are in Lord Rosebery's carriage! No doubt, they are some of his racing stud from Epsom." Undeterred by any considerations of ignorance in the matter of horsemanship, they converse in a darkling undertone about Newmarket and the Grand National, and like Spavin in the Book of Snobs are ready to take your "five-and-twenty to one about brother to Bluenose."

But while the thoughts of our exhausted youth are thus prematurely concentrated on material comfort and the money which supplies it, the old are increasingly and supernaturally frisky. On the rare occasions when I revisit the world I see the overgrown of Society—men and women who were old when I was young—enjoying themselves with undiminished vivacity. Youths such as I have been describing are too much exhausted to dance, and content themselves with supping and sitting-out. But portly gentlemen who will never see sixty again preside over the mysteries of the cotillon, Cabinet Ministers frequent the Derby, grandmothers skate at Prince's, dowagers throw their shrivelled souls into the whirlpool of Bridge, and at balls paralytic old ladies lead a redoubled brilliancy to the diamond throng of unregenerated age.

That the young as a rule are prematurely old and the old unreasonably young is certainly a characteristic of the time. I wonder whether male effeminacy is more prevalent in this than in any former age. It would be in the highest degree absurd to say that the average young men of the present day are effeminate. The battlefields of South Africa would belie the slander, and so, in a minor degree, would the Boat Race and the football field, the deer forests of Scotland, and the pastures of Leicestershire.

Still the youthful hunter gathers fiery joy from wild and wood: He will dare, as dared his fathers, Give him cause as good.

But though it is true that the mass of our young men are wholly unendangered, it is also true that luxury and self-indulgence have produced a type of Effeminate Man who thirty years ago, if he existed, did not parade his degeneracy. I know exactly the type which I am describing, and one instance shall stand for all. This youth, whom we will call Cyril Belvoir, had an uncomfortable knack of improving his complexion. A fox-hunting squire who was his neighbour in Leamshire one day said, with disconcerting directness, "My dear Cyril, may I, as an old friend, ask why you stick at that stuff on your face?" To which Cyril, a little abashed, said that he had an irritable skin which obliged him to apply emollients after shaving. To which the tormenter replied, with brutal sincerity, "But you don't shave the tip of your nose." Well, Cyril not only paints his face but he improves his figure with stays!! He wears bangles round his wrists, and changes his jewellery for the different pursuits of the day as other people change their clothes. He seldom leaves London, for he does not like to be beyond the reach of his collier, his barber, and his doctor. He has never dressed himself without help since he left Eton, and couldn't button his boots if his life depended on it. Of all forms of sport or athletics he is honestly and confessedly afraid. If he got on a horse it would bolt with him, and if he were to bicycle he would fall off. He is afraid of a collision in a hansom and of infectious disease in a four-wheeler. So, as the doctor tells him that he must have some exercise, he goes to a stamp and reads the morning paper, and takes the air on a donkey while the brougham slowly follows, to pick up the pieces in case of accident. But let no one imagine that Cyril is without interests in life. He suspects that men despise him, and he does not care much for girls; but he is devoted to old ladies, and they to him. He is a recognised authority on lace and china. He

collests snuffboxes and Apollo spoons. His brood of Japanese lapdogs is renowned. He makes the most beautiful screens with old prints and floral illustrations; and in country houses where he is very much at home he comes down with a piece of cross-stitch worked which he develops into a k. the holder while the under spirits are killing pheasants. The exhaustion induced by these labours compels Cyril to eat and drink a good deal. He breakfasts in bed, but at luncheon he will combine tart and cream in quantities which stagger credulity. A copious dose of cherry brandy sets him all right again for five o'clock tea and buttered cakes, between tea and dinner he tells ghost stories or plays Pingpong; and after dinner he sings "My Queen, my Queen," or recites the "Washer-woman of Finchley Common."

Such is the Effeminate Man of the period; and he is more than balanced in the social scale by the Masculine Woman. Which is the more agreeable phenomenon, it is not easy to decide. Of the Masculine Woman it may be alleged that whatever men do she does. Ever since the days of Die Vernon a beautiful girl on a good horse has been one of the most fascinating sights in the world, and no one ever ventured to charge Die with masculinity; but comparatively few women ventured into competition with that most delightful of all heroines. The fox-hunting ladies of the first half of the nineteenth century could be counted on one hand. The Lady Salisbury who was burnt with the west wing of Hatfield House in 1835, and who was the Prime Minister's grandmother, kept a pack of hounds and hunted with them when she was so old that she had to be tied on the saddle. Lady Arabella Vane, afterwards Lady Alva, who died in 1864, had in her youth been a famous performer with the hounds of her father, Lord Darlington. The scarlet habit of Lady Caroline Fowell, afterwards Duchess of Cleveland, who died in 1883, was the tradition of the Cotswolds country. Mrs. Jack Villiers (afterwards Lady William Osborne), who gives her name to one of the best covers in the vale of Aylesbury and who died in 1882, is the only lady on a horse in the famous picture of the meet of the Quorn. And wherever in sporting literature, such as Whyte Melville's and Frodo's novels, we encounter the Hunting Woman, she is always represented as a marked and isolated though fascinating figure. The last fifty years saw a gradual increase in the number of women who hunt, and during the last twenty years the fashion has enormously extended. At Melton, Chesham, or Leighton Buzzard the Hunting Woman fairly divides the honours with the men. Good hands and good nerves and good horses enable her to see the best of the fun; and over a chop at a wayside inn she will chat quite knowingly about the beautiful cast which the Master made, will condemn the First Whip as hopelessly slow, and wonder where on earth that other woman got her habit.

But hunting is only one of the Masculine Woman's accomplishments. She swims, rows, fences, skates, and drives four-in-hand. She plays hockey and golf, and, unless incontinently dismissed for "pettish and wicked," can make a decent score. She braces her nerves with a mutational header, smokes her cigarette with genuine gusto, and when you are helping her to a whisky and soda begs you not to be afraid of the whisky.

But far more objectionable than any of these masculinities is the spectacle of the Shooting Woman. She is the creature of our deodance. There is something unappealingly repulsive in the sight of a woman enjoying herself in wounds and blood and slaughter. I know a young peeress, economical and athletic, who is never so happy as when she is prowling about the park with her gun, petting rabbits for the servants' dinner. I presume that the death-shriek of a hare is as music in her ears. One of the most brilliant women in Society not long ago declared that what she really enjoyed in sailing was to feel the dying struggle of the fish. And then we turn up our eyes in pious horror at the Spanish ladies and their bull-fights! Admirable, indeed, is our national self-righteousness.

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A Merry Christmas and a Happy New Year

Plenty chances, large gain;

Dollar come all same rain

Wishing you Happiness and Longevity

Success Crown your Undertakings

My chin chin in Hongkong

Makes you happy and strong

Everything as you wish

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[2712]

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To ascertain the anchorage of any vessel, this Harbour has been divided into Four Sections, commencing from Green Island. Vessels anchoring nearest Kowloon are marked 1, nearest Hongkong, 2, midway between Hongkong and Kowloon, and those vessels berthed at the Kowloon Wharf are marked 3, together with the number denoting the section.

1. From Green Island to the Harbour Master's
2. From Harbour Master's to Blake Pier.

3. From Blake Pier to Naval Yard.
4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BIRTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, VIA SUEZ CANAL	GLENROY	Brit. str.	2 m.	Forbes Selby	McGregor Bros. & Gow	On 20th inst.
LONDON, &c. via Ports of Call.	CHUBIN	Brit. str.	2 m.	C. L. Daniel	P. & O. S. N. Co.	On 21st inst. at Noon
LONDON	GLADUS	Brit. str.	2 m.	G. W. Gordon, E.M.E.	BUTTERFIELD & SWIRE	On 24th inst.
LONDON	YUCCA	Brit. str.	2 m.	G. W. Gordon, E.M.E.	BUTTERFIELD & SWIRE	On 24th inst. at Noon
LONDON	PELUS	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 24th inst.
LONDON	STENTOR	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 21st January
LONDON	IDOMENEUS	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 4th February
LONDON	AXAX	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 18th February
LIVERPOOL DIRECT	IXION	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 4th March
LIVERPOOL DIRECT	PAROCLUS	Brit. str.	2 m.		BUTTERFIELD & SWIRE	To-morrow
LIVERPOOL DIRECT	TANTALUS	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 20th January
MARSEILLES, LONDON & ANTWERP, v. S'PORE, &c.	WAKASA MARU	Jap. str.	2 m.	J. B. Macmillan	NIPPON YUSEN KAISHA	On 15th February
BREMEN, via Ports of Call.	KONIG ALBERT	Ger. str.	2 m.	C. Polack	MELCHERS & CO.	On 27th inst. at Daylight
HAMBURG & HAMBURG	SERBIA	Ger. str.	2 m.	Brohm	HAMBURG-AMERIKA LINIE	On 25th inst. at Noon
HAMBURG & HAMBURG	NUERNBERG	Ger. str.	2 m.	Ammon	HAMBURG-AMERIKA LINIE	On 24th inst.
HAMBURG & HAMBURG	STRASSBURG	Ger. str.	2 m.	Madsen	HAMBURG-AMERIKA LINIE	On 8th January
HAMBURG & HAMBURG	SAMBA	Ger. str.	2 m.	Schmidt	HAMBURG-AMERIKA LINIE	On 15th January
HAMBURG & HAMBURG	AMBRIA	Ger. str.	2 m.	Duckstein	HAMBURG-AMERIKA LINIE	On 13th January
TRIESTE via SINGAPORE, &c.	C. FERR. LARISZ	Ger. str.	2 m.	Fuchs	HAMBURG-AMERIKA LINIE	On 28th February
NEW YORK via SUEZ CANAL	AUSTRIA	Aus. str.	2 m.	Fellner	SANDER, WIELER & CO.	To-morrow, P.M.
NEW YORK via SUEZ CANAL	LENIX	Brit. str.	2 m.	Doddwell & Co., Limited	DODWELL & CO., LIMITED	On 21st inst.
NEW YORK	ACADA	Brit. str.	1 m.	Wagner	SHEWAN, TOMES & CO.	On or about 17th inst.
VANCOUVER, via SHANGHAI, &c.	EMPEROR OF JAPAN	Brit. str.	2 m.	H. Pybus, R.N.R.	HAMBURG-AMERIKA LINIE	On or about 20th inst.
VANCOUVER, via SHANGHAI, &c.	TARTAR	Brit. str.	2 m.	E. G. Andrews	CANADIAN PACIFIC RAILWAY CO.	To-morrow, at Noon
VICTORIA, B.C. & Seattle via SHANGHAI, &c.	TACOMA	Brit. str.	2 m.	A. Dixon	CANADIAN PACIFIC RAILWAY CO.	On 24th inst.
VICTORIA, B.C. & Seattle via SHANGHAI, &c.	IYO MARU	Jap. str.	2 m.	S. J. G. Parsons	NIPPON YUSEN KAISHA	On 21st inst.
PORTLAND OREGON	PAKING	Brit. str.	2 m.	W. E. Craven, R.N.R.	DODWELL & CO., LIMITED	On 30th inst. at 4 P.M.
SAN DIEGO, &c. via MOJI, &c.	INDRAVELLI	Brit. str.	2 m.	W. E. Craven, R.N.R.	ALLAN CAMERON	On 26th inst.
AUSTRALIAN PORTS	THYRA	Brit. str.	2 m.	E. W. Haswell	BUTTERFIELD & SWIRE	On 30th inst.
AUSTRALIAN PORTS	TAIYUAN	Brit. str.	2 m.	E. W. Haswell	BUTTERFIELD & SWIRE	To-morrow
YOKOHAMA via SHANGHAI MOJI & KOBE	KUMANO MARU	Jap. str.	2 m.	E. W. Haswell	NIPPON YUSEN KAISHA	On 27th inst. at 4 P.M.
YOKOHAMA & KOBE	MAIACA	Brit. str.	2 m.	St. John George	GIBB, LIVINGSTON & CO.	On 9th January, at Noon
YOKOHAMA & KOBE	MARIA VALERIS	Aus. str.	2 m.	E. G. Andrews	P. & O. S. N. Co.	To-morrow, at Daylight
YOKOHAMA & KOBE	KAWACHI MARU	Jap. str.	2 m.	Mitchell	JARDINE, MATHESON & CO.	On 19th inst. P.M.
YOKOHAMA & KOBE	YAWATA MARU	Jap. str.	2 m.	J. S. Thompson	NIPPON YUSEN KAISHA	On 20th inst. at 3 P.M.
YOKOHAMA & KOBE	DEVONSHIRE	Brit. str.	2 m.	A. E. Moss	NIPPON YUSEN KAISHA	On 20th inst. at Noon
SHANGHAI	WEMPOA	Brit. str.	2 m.	A. L. Valentini	BUTTERFIELD & SWIRE	On 19th inst.
SHANGHAI	BENGAL	Brit. str.	2 m.	A. L. Valentini	P. & O. S. N. Co.	On 21st inst.
FOOCHOW via SWATOW & AMOY	ANPING MARU	Jap. str.	1 m.	S. Atsumi	MIYU BUSSAN KAISHA	On or about 21st inst.
ANPING via SWATOW & AMOY	MAIZURU MARU	Jap. str.	1 m.	T. Saito	MIYU BUSSAN KAISHA	To-morrow, at Daylight
TAMSUI via SWATOW & AMOY	DAISIN MARU	Jap. str.	1 m.	T. Ogata	MIYU BUSSAN KAISHA	On 25th inst.
SWATOW & AMOY	HAICHING	Brit. str.	2 m.	Davis	DOUGLAS LAPELLE & CO.	To-day, at 9 A.M.
SEBU & ILOILO	KAIPONG	Brit. str.	2 m.	A. Ramsay	BUTTERFIELD & SWIRE	On 21st inst.
MANILA	TAIYUAN	Brit. str.	2 m.	Weigall	SHEWAN, TOMES & CO.	To-morrow, at Noon
MANILA	LOONGKANG	Brit. str.	2 m.	Weigall	JARDINE, MATHESON & CO.	On 23rd inst. at 3 P.M.
MANILA	SUNGKANG	Brit. str.	2 m.	Weigall	BUTTERFIELD & SWIRE	On 23rd inst.
BOMBAY DIRECT	IDZUMI MARU	Jap. str.	2 m.	M. J. Currow	NIPPON YUSEN KAISHA	On 26th inst. at Noon

SHIPPING.

ARRIVALS.
Dec. 15, HIKOSAN MARU, Japanese str., 2,302, P. Hallstrom, Moji 14th December, Coal.
—M. B. KAISHA.
Dec. 15, RADNORSHIRE, British str., 1,890, R. C. Hindliss, Moji 9th December, Coals.
—SHEWAN, TOMES & CO.
Dec. 16, BENLOUE, British str., 1,392, J. Potter, Singapore 7th December, General.—GIBB, LIVINGSTON & CO.
Dec. 16, FLANDRIA, German str., 1,366, F. Eichmann, Shanghai 13th Dec., General.—SIEMSEN & CO.
Dec. 16, INDEPENDENT, German str., 871, A. Holtz, Chetoo 10th December, General.—SANDER, WIELER & CO.
Dec. 16, INDEVELLI, British str., 3,152, W. E. Craven, R.N.R., Portland (Or.) 6th Nov., General.—ALLAN CAMERON.
Dec. 16, INDUS, French str., 2,339, Duchateau, Marseilles and Saigon 18th Dec., Mails and General.—MESSAGERIES MARITIMES.
Dec. 16, IRION, British str., 2,272, D. Robinson, Yokohama 10th Dec., General.—BUTTERFIELD & SWIRE.
Dec. 16, LOKSANG, British str., 979, Leask, Canton 16th Dec., General.—JARDINE, MATHESON & CO.
Dec. 16, SALAMANDA, British str., 883, J. H. Anderson, Moji 9th Dec., Coal.—BRADLEY & CO.
Dec. 16, SETSUO MARU, Japanese str., 681, S. Nomaka, Chetoo 8th Dec., Varnicelli and Co.—JANSEN.
Dec. 16, TORDENSHOLD, Norwegian str., 733, Hansen, Samsaag 6th December, Sugar.—SANDER, WIELER & CO.
Dec. 16, WINGANG, British str., 1,517, Sellar, Canton 16th Dec., General.—JARDINE, MATHESON & CO.

CLEARANCES.

At the Harbour Master's Office.
16th December.
Apenrade, German str., for Haiphong.
Bormida, Italian str., for Singapore.
Independent, German str., for Canton.
Kwanglee, British str., for Shanghai.
Kioing Maru, Japanese str., for Shanghai.
Wingsang, British str., for Swatow.

DEPARTURES.

16th December.
Apenrade, German str., for Haiphong.
Bormida, Italian str., for Bombay.
Independent, German str., for Canton.
Kwanglee, British str., for Shanghai.
Kioing Maru, Japanese str., for Shanghai.
Wingsang, British str., for Swatow.

VESSELS IN DOCK.

16th December.
Apenrade Docks.—Seven.
WILSON Docks.—Canton River, H. J. Albrecht, Tacoma, U.S.S. Princeton, Saturn, Hae, S.M.S. Itha, S.M.S. Tiger, H.M.S. Aurora, Emma Luyken, Hongkong, Perla.
Cosmopolitan Dock.—Tschong, Yuen-sang.

SHIPPING REPORTS.

The German steamer *Flandria*, from Shanghai 13th inst., had fresh N.E. monsoon and clear weather.
The British steamer *Exion*, from Yokohama 10th inst., had fine, clear weather, moderate northerly winds and smooth water.

VESSELS PASSED ANJER.

Nov. 21, Am. ship, *Alfred L. Nichols*, Oct. 25, from Hongkong for New York.
Nov. 21, Italian barque, *Oropo*, Ameglio, Nov. 18, from Samarsag for Plymouth.
Nov. 22, German 4-m. barque, *Nord*, Voller, Oct. 22, from Port Natal for Anjer.
Nov. 23, Dutch str., *Cyclops*, Young, Nov. 23, fr. m. Batavia for Amsterdam.
Nov. 24, Dutch str., *Sindora*, Sikemeier, from Rotterdam for Batavia.
Nov. 24, British str., *Grosmont*, Fleetham, from New York and Padang for Hongkong.
Nov. 25, Dutch str., *Myrmidon*, Borison, from Amsterdam for Batavia.
Nov. 29, British str., *Duke of Sutherland*, Colton, Nov. 29, from Batavia for London.

VESSELS ON THE BERTH

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR FOOCHOW VIA SWATOW AND AMOY.

THE Company's Steamship

"ANPING MARU,"

Captain S. Atsumi, will be despatched for the above ports TO-MORROW, the 18th inst., at Daylight.

For Freight or Passage, apply to

THE MIYU BUSSAN KAISHA, Agents.

Hongkong, 4th December, 1901. [19]

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's New Steamship

"ZAFIRO,"

Captain A. Ramsay, will be despatched for the above port TO-MORROW, the 18th inst., at Noon.

The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light.

For Freight or Passage, apply to

SHEWAN, TOMES & CO., General Managers.

Hongkong, 13th December, 1901. [3167]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ, PORT SAID, FIUME AND TRIESTE.

(Taking Cargo at through rates to the Brazils, to SOUTH AFRICA, RED SEA, BLACK SEA, LEVANT, VENICE AND ADRIATIC PORTS.)

THE Company's Steamship.

"AUSTRIA,"

Captain Fellner, will be despatched as above TO-MORROW, the 18th December, P.M.

The Steamer has magnificent accommodation for Passengers. Electric light. A Doctor is carried.

For information as to Passage and Freight apply to

SANDER, WIELER & CO., Agents.

Hongkong, 12th December, 1901. [2915]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS.

PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR

BATAVIA, PERIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship

"CHUSAN,"

Captain C. L. Daniel, carrying His Majesty's Mails, will be despatched from this for Bombay, on SATURDAY, the 21st December, at Noon, taking passengers and cargo for the above ports.

Silk and Valuable, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transshipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 9th December, 1901. [1]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

SAILING DATES.

KONIG ALBERT ... WEDNESDAY ... 25th December.

PRINZESS IRENE ... WEDNESDAY ... 8th Jan. 1902.

PRINZ HEINRICH ... WEDNESDAY ... 22nd Jan. 1902.

PREUSSEN ... WEDNESDAY ... 5th Feb. 1902.

HAMBURG ... WEDNESDAY ... 19th Feb. 1902.

SACHSEN ... WEDNESDAY ... 5th Mar. 1902.

KLAUSCHOU ... WEDNESDAY ... 19th Mar. 1902.

BAVARIEN ... WEDNESDAY ... 2nd Apr. 1902.

STUTTGART ... WEDNESDAY ... 18th Apr. 1902.

KONIG ALBERT ... WEDNESDAY ... 30th Apr. 1902.

PRINZESS IRENE ... WEDNESDAY ... 14th May 1902.

PRINZ HEINRICH ... WEDNESDAY ... 28th May 1902.

PREUSSEN ... WEDNESDAY ... 11th June 1902.

HAMBURG ... WEDNESDAY ... 25th June 1902.

Steamers of the Hamburg-Amerika Linie. † Calling at Amsterdam.

ON WEDNESDAY, the 25th day of December, 1901, at Noon, the Steamship "KONIG ALBERT," of the Norddeutscher Lloyd, Capt. C. Polack, with MAILS, PASSENGERS, SPECIE AND CARGO, will leave this Port as above, CALLING AT NAPLES AND GENOA.

Shipping Orders will be granted till Noon on MONDAY, the 23rd December, Cargo and Specie will be received on Board until 5 P.M. on TUESDAY, the 24th December, and Parcel will be received at the Agency's Office until Noon on TUESDAY, the 24th December.

Contents of Packages are required. No Parcel Receipts will be signed for less than 25 lbs. and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewardesses.

Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO., AGENTS.

Hongkong, 12th December, 1901. [9]

PORTLAND & ASIATIC STEAMSHIP CO.

SAILINGS FROM HONGKONG via SHANGHAI INLAND SEA OF JAPAN, MOJI, KOBE & YOKOHAMA; FOR

PORTLAND, OREGON

OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP

"INDEVELLI" ... Tons, 4,890 ... W. E. Craven, R.N.R. ... December 26, 1901

"INDRAPURA" ... Tons, 4,690 ... A. E. Hollingsworth ... January 14, 1902

"KNIGHT COMPANION" ... Tons, 4,111 ... C. E. Froggatt, R.N.R. ... February 13, 1902

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, GENERAL AGENT.

Hongkong, 11th December, 1901. [3150]

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR

YOKOHAMA VIA SHANGHAI, MOJI and KOBE

(Passing through the Inland Sea.)

LONDON, &c.

CHUSAN ... Noon, 21st December ... See Special Advertisement

SHANGHAI ... About 21st December ... Freight or Passage.

LONDON ... Noon, 28th December ... Freight or Passage.

For MARSEILLES, PLYMOUTH, ORIENTAL, MALTA ... 25th March ... 6,084 Tons ... 12th April

Without Transshipment. For further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 11th November, 1901. [1]

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

"Empress" Twin Screw Steamships—4,000 Tons—10,000 Horse-Power—Speed 18 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION)

"EMPRESS OF JAPAN" ... Comdr. H. Pybus, R.N.R. ... WEDNESDAY, 18th Dec., 1901.

"EMPRESS OF CHINA" ... Comdr. R. Archibald, R.N.R. ... WEDNESDAY, 15th Jan., 1902.

"TARTAR" ... Comdr. E. Bootham, R.N.R. ... WEDNESDAY, 29th Jan., 1902.

"EMPRESS OF INDIA" ... Comdr. O. P. Marshall, R.N.R. ... WEDNESDAY, 19th Feb., 1902.

"ATHENIAN" ... Comdr. H. Mowatt ... WEDNESDAY, 26th Feb., 1902.

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER (B.O.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey.

and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having secured the highest award for same at recent Chicago World Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

VESSELS ON THE BERTH

OCEAN STEAMSHIP COMPANY.

FROM	OUTWARDS.	DATE
GLASGOW, LIVERPOOL and SWANSEA	"PATROCLUS"	On 17th December.
GLASGOW and LIVERPOOL	"STENTOR"	On 24th December.
GLASGOW and LIVERPOOL	"MEMNON"	On 3rd January.
GLASGOW and LIVERPOOL	"IDOMENEUS"	On 8th January.
GLASGOW and LIVERPOOL	"TANTALUS"	On 18th January.
GLASGOW and LIVERPOOL	"AJAX"	On 22nd January.
GLASGOW and LIVERPOOL	"PYRRHUS"	On 31st January.

TO	HOMEWARDS.	DATE
LONDON	"GLAUCUS"	On 24th December.
LONDON	"DEUCALION"	On 7th January.
LONDON	"PELUS"	On 21st January.
LONDON	"STENTOR"	On 4th February.
LONDON	"IDOMENEUS"	On 18th February.
LONDON	"AJAX"	On 14th March.
LIVERPOOL DIRECT	"IXION"	On 18th December.
LIVERPOOL DIRECT	"PATROCLUS"	On 20th January.
LIVERPOOL DIRECT	"TANTALUS"	On 15th February.

For Freight, apply to
BUTTERFIELD & SWIRE,
AGENTS O. S. S. Co.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
MANILA	"TAIYUAN"	On 18th December.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TO WNSVILLE, BRISBANE, SYDNEY AND MELBOURNE	"TAIYUAN"	On 18th December.
MOI	"DEVONSHIRE"	On 19th December.
CEBU AND ILOILO	"KAIFONG"	On 21st December.
SHANGHAI	"WANGPOA"	On 21st December.
MANILA	"SHANGKIANG"	On 28th December.

* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 18th November, 1901.

SHEWAN TOMES & CO.'S NEW YORK LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"ACARA"
Captain Kilgour, will be despatched as above on or about 17th December.

To be followed by the Steamship
"ASAMA"
Captain Bement, on or about 27th December.

For Freight, apply to
SHEWAN, TOMES & CO.
Hongkong, 23rd November, 1901. [2885]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

TRANS-PACIFIC SERVICE

TO
VICTORIA (B.C.), SEATTLE AND
TACOMA (WASH.).

Calling at SHANGHAI, NAGASAKI, KOBE and
YOKOHAMA.

THE Steamship

"PAKING"
4,446 Tons, is due here on 17th inst., and will be despatched on or about the 18th inst.

For Rates of Freight and Further Particulars, apply to
DODWELL & CO., LTD.
Agents.
Hongkong, 12th December, 1901. [3156]

"GLEN" LINE OF STEAMSHIPS.

FOR LONDON VIA SUEZ CANAL.

THE Steamship

"GLENROY"
Captain Forbes Selby, will be despatched as above on FRIDAY, the 20th December.

For Freight, apply to
MCGEEGROU BROS. & GOW.
Hongkong, 6th December, 1901. [3026]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR TAMSUI, SWATOW AND AMOY.

THE Company's Steamship

"DALIN MARU"
Captain T. Ogata, will be despatched for the above ports on SUNDAY, the 22nd inst.

For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA.
Agents.
Hongkong, 16th December, 1901. [17]

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE
ATCHESON, TOPEKA AND SANTA FE

EXPRESS SAILINGS FROM
HONGKONG TO SAN DIEGO
AND SAN FRANCISCO,
VIA INLAND SEA OF JAPAN AND
HONOLULU.

TAKING CARGO AND PASSENGERS
TO JAPAN PORTS AND
HONOLULU.

THE UNITED STATES,
MEXICO, CENTRAL AND SOUTH
AMERICA, &c.

S.S. "THYRA" On 30th December.

THE Steamship "THYRA" will be despatched for SAN DIEGO and SAN FRANCISCO VIA MOI, KOBE, and YOKOHAMA on MONDAY, the 30th December.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same to be declared.

Consular Invoice, to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 12th December, 1901. [16]

Hongkong, 12th December, 1901.

Hongkong, 12th December, 1901.

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Hongkong, 12th December, 1901.

Hongkong, 12th December, 1901.

NOTICES TO CONSIGNEES

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZESS IRENE"
having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure, and Valuables, are being loaded and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 5 P.M. TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 17th December, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on THURSDAY, the 17th December, and on THURSDAY, the 19th December, at 9.30 A.M.

All claims must reach us before the 22nd December, or they will not be recognised.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD.
MELCHERS & CO.,
Agents.

Hongkong, 10th December, 1901. [9]

NAVIGAZIONE GENERALE ITALIANA.

(FLORIO & RUBATINO UNITED COMPANIES).

NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE.

THE Steamship

"BORMIDA"
having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, whence delivery may be obtained. Perishable Goods to be taken delivery of immediately.

All damaged packages must be left in the Godowns, and a certificate obtained from the Godown Company, within seven days after the vessel's arrival here, after which no claims will be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 18th instant, will be subject to rent.

Bills of Lading will be countersigned by **CARLOWITZ & CO.**
Agents.

Hongkong, 12th December, 1901. [7]

FROM HAMBURG, ANTWERP, PE-NANG AND SINGAPORE.

THE H.A.L. Steamship

"SAMBIA"
Captain Schmidt, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned, and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before NOON TO-DAY, the 14th inst.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 21st inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 21st inst., at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 14th December, 1901. [3183]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

FROM ANTWERP, LONDON, PORT SAID, SUEZ, TRINCOMALEE AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 10 A.M. TO-DAY, 16th inst.

Goods not cleared by the 22nd instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

K. A. HEWITT,
Superintendent.

Hongkong, 16th December, 1901. [1]

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer

"PELEUS"
are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd.; in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 17th inst.

Optional Cargo will be landed unless notice has been given prior to steamer's arrival.

Goods undelivered after the 21st instant will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 23rd instant.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 14th December, 1901. [15]

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES

STEAMSHIP "OLYMPIA."

FROM TACOMA, VICTORIA, YOKOHAMA, KOBE, MOI AND SHANGHAI.

The above Steamer, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 14th December, 1901. [11]

HONGKONG.

Appling Maru, Jap. str., 1,058, Sudaiki, Dec. 14.

Mitsui Bussan Kaisha, Austria, Austrian str., 4,879; Fullner, Dec. 15.

Sander, Wior & Co., Beniclos, British str., 1,392, Pottar, Dec. 16.

Gibb, Livingston & Co., Brand, Norw. str., 1,520, Throusen, Nov. 30.

Dodwell & Co., Limited, Chow, German str., 1,055, Masing, Nov. 29.

Butterfield & Swire, Chynsham, British str., 1,282, Jenkins, Dec. 11.

Bradley & Co., Elen, German str., 1,702, Schowandt, Dec. 9.

Tesner & Co., Emma Lyukon, Ger. str., 1,109, Schall, Dec. 9.

E. A. Trading Co., Limited, Empress of Japan, British str., 3,003, Pybus, Nov. 27.

C. F. B. Co., Pausang, British str., 1,410, Mitchell, Dec. 12.

Jardine, Matheson & Co., Flandria, German str., 1,236, Eichbaum, Dec. 10.

Siamson & Co., Fushun, British steamer, 1,457, Lunt, Dec. 4.

Chase, Hansa, German str., 1,202, Lorenzen, Dec. 10.

Butterfield & Swire, Hans Menzell, German str., 1,649, Nebinger, Dec. 9.

E. A. Trading Co., Limited, Hikokai Maru, Jap. str., 2,302, Hallstrom, Dec. 15.

Mitsui Bussan Kaisha, Hipsang, British str., 1,040, Crockett, Dec. 14.

Jardine, Matheson & Co., Holha, French str., 509, Morles, Dec. 15.

A. R. Marty, Holstein, German str., 985, Inland, Dec. 12.

Jelsson & Co., Hux, French steamer, 704, Godinau, Dec. 9.

A. R. Marty, Indravelli, British str., 3,152, Craven, Dec. 16.

Butterfield & Swire, Indus, French str., 2,330, Duchateau, Dec. 16.

Messageries Maritimes, Ixion, British str., 2,271, Robinson, Dec. 16.

Butterfield & Swire, Iyo Maru, Japanese str., 3,918, Parsons, Dec. 15.

Le Nippon Yusen Kaisha, Lal-Tock, Spanish str., 183, Fabbragis, Nov. 17.

A. R. Marty, Loknang, British steamer, 979, Leask, Dec. 9.

Jardine, Matheson & Co., Macleod, German str., 905, Wendig, Dec. 6.

Butterfield & Swire, Malacca, British str., 2,615, Andrews, Dec. 13.

P. & O. S. N. Co., Olympia, -mr. str., 1,791, Traasbridge, Dec. 14.

Dodwell & Co., Ltd., Pakan, British str., 1,235, Ferris, Dec. 15.

Bradley & Co., Paoting, British str., 1,088, Shaw, Dec. 9.

Butterfield & Swire, Pax, Belgian steamer, 1,307, Damster, Dec. 12.

Melchers & Co., Peiyang, German str., 952, Weiss, Dec. 15.

East Asiatic Trading Co., Ltd., Perla, British str., 1,234, McArthur, Dec. 12.

Shewan, Tomes & Co., Phuranag, Ger. str., 1,021, Mangelsdorff, Dec. 11.

Butterfield & Swire, Radnor, Brit. str., 1,889, Bindloss, Dec. 15.

Shewan, Tomes & Co., Salamanca, British str., 883, Andersen, Dec. 16.

Bradley & Co., Sambia, German str., 3,623, Schmidt, Dec. 14.

Hamburg-Amerika Linie, Sozeca, British str., 3,137, Cormack, Nov. 27.

Standard Oil Co., Sotsuyo Maru, Jap. str., 681, Nonaka, Dec. 16.

Japanese, Sishan, British steamer, 845, Jones, Dec. 13.

Bradley & Co., Skul, Norwegian str., 914, Berhom, Dec. 15.

Chynsham, Sullberg, German str., 782, Jensen, Dec. 15.

Siamson & Co., Tacoma, British str., 2,311, Dixon, Oct. 21.

Dodwell & Co., Limited, Taichong, German str., 823, Ahrens, Nov. 17.

Meyer & Co., Taifu, German steamer, 1,065, Martens, Dec. 8.

Chinese, Taisan, British str., 1,122, Stovell, Dec. 14.

Bradley & Co., Taiyuan, British str., 1,459, Dawson, Dec. 9.

Butterfield & Swire, Theo, German steamer, 934, Ohlarich, Dec. 15.

Jobson & Co., Thyra, Norw. str., 2,449, Halvorsen, Dec. 10.

Butterfield & Swire, Tordenskjold, Norw. str., 736, Hanson, Dec. 16.

Sander, Wior & Co., Victoria, Swedish str., 989, Hellberg, Dec. 11.

Chinese, Whampoa, British str., 1,030, Lavers, Dec. 15.

Butterfield & Swire, Wuhu, British steamer, 1,250, Robt, Oct. 20.

Butterfield & Swire, Yuensang, British str., 1,128, Rolfe, Dec. 6.

Jardine, Matheson & Co., Zafra, British str., 1,611, Ramsay, Dec. 13.

Shewan, Tomes & Co.,

SAILING VESSELS.

Dirig, American ship, 2,845, Goodwin, Dec. 7.

Standard Oil Co., Fred. P. Litchfield, Amr. bark, 1,087, Fulton, 13. Order.

Geo. T. Hay, British ship, 1,347, Spice, Oct. 20.

Arnhold, Karberg & Co., Helen A. Wyman, Amr. ship, 1,664, Vanhon, Sept. 10.

Arnhold, Karberg & Co., H. J. Albrecht, German schr., 701, Andersen, Oct. 10.

Master, J. P. Walker, Amr. bark, 875, Day, Dec. 9.

Standard Oil Co., Launberg, Brit. bark, 1,215, McDougall, Aug. 14. Master.

Manuel Liagnio, Amr. ship, 1,650, Nichols, June 30.

Standard Oil Co., Mobile Bay, British bark, 1,117, Boyd, Dec. 12.

Jardine, Matheson & Co., Osberg, British bark, 950, Dansmore, Nov. 4.

Order, Sea Witch, Amr. ship, 1,172, Howes, Feb. 21.

Master,

HIS BRITANNIC MAJESTY'S SHIPS

